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220+ Senior Military, Intelligence Service, Law Enforcement, and Government Officials

1,500+ Engineers and Architects

250+ Pilots and Aviation Professionals

400+ Professors Question 9/11

300+ 9/11 Survivors and Family Members

200+ Artists, Entertainers, and Media Professionals

400+ Medical Professionals

[ABOUT](#)

Alphabetized List of the 250+ Pilots and Aviation Professionals on this Page



[ARTICLES](#) [LINKS](#)

Recent Additions to This Page

(Please also check the other six pages.)

Commander James R. Compton

U.S. Navy (ret)
Commercial airplane and helicopter pilot
Added November 1, 2010

Major Reginald Shinn

Retired Bombardier and Navigator
U.S. Air Force
Added March 7, 2010

Lt. Col. David Gapp

Retired Pilot and Aircraft Accident Investigator
U.S. Air Force
Added March 2, 2010

Lt. Cdr. Bernard J. Smith

Retired Pilot
U.S. Navy
Added February 24, 2010

Maj. George M. Kesselring

Retired Pilot
U.S. Air Force
Added February 24, 2010

Capt. Garry Bonnett

Commercial airline pilot
Added January 1, 2010

Capt. Dan Hanley

Commercial airline pilot
Added January 1, 2010

Max Guiley, MBA

FAA certified airline transport pilot
Former Pilot, U.S. Navy
Added January 1, 2010

IMPORTANT ARTICLE

41 U.S. Counter-Terrorism and Intelligence Agency Veterans Challenge the Official Account of 9/11 – Official Account of 9/11: “Terribly Flawed,” “Laced with Contradictions,” “a Joke,” “a Cover-up”
[English](#), [Danish](#), [French](#), [German](#), [Greek](#), [Norwegian](#), [Polish](#), [Swedish](#)

Pilots and Aviation Professionals Question the 9/11 Commission Report

Many pilots and aviation professionals have expressed significant criticism of the 9/11 Commission Report. Several even allege government complicity in the terrible acts of 9/11. **This page of the website is a collection of their statements. The website does not represent any organization and it should be made clear that none of these individuals are affiliated with this website.**

Listed below are statements by more than 250 pilots and aviation professionals that contradict or are critical of the 9/11 Commission Report. Their collective voices give credibility to the claim that the 9/11 Commission Report is tragically flawed.

These individuals cannot be simply dismissed as irresponsible believers in some 9/11 conspiracy theory. Their sincere concern, backed by their professional responsibility for air traffic safety demonstrate that criticism of the Commission Report is not inherently irresponsible or illogical, and that, in fact, it can be just the opposite.

If you are a current or former commercial or military pilot or aviation professional who has concerns about the 9/11 Commission Report and would like your comment added to this website, please contact me.

Alan Miller alan.miller (at) PatriotsQuestion911 (dot) com

[Contact Your Local 9/11 Truth Group Listed Here!](#)

Demand a New 9/11 Investigation!**COMMERCIAL PILOTS****Rob Balsamo**

Rob Balsamo – Commercial airline pilot. Co-founder, [Pilots for 9/11 Truth](#). 4,000+ total hours flown.

- **Statement to this website 7/23/07:** "In May 2006, I was watching Glenn Beck's show on CNN. The Department of Defense had just released the infamous "5 frames" of stop-action video of the pentagon attack. [Beck showed the frames and commented](#), "You can see a 757 in 10 seconds flat! Either that or a naked Michael Moore heading for the buffet! This should put all those conspiracy theories to rest". While watching it, I'm thinking to myself, "I can't see any 757." And I'm asking myself, "Are there still unresolved questions regarding 9/11?"

So I started poking around on the Internet trying to find anything I can to back up the government's story because I didn't want to believe our government might have had something to do with 9/11.

Early on, I came across [Operation Northwoods](#). It blew me away that elements of our government had seriously planned acts of terrorism inside the United States to justify invading Cuba. Consider that 9/11 Commission Chairman Thomas Kean had said, "The greatest failure of 9/11 was lack of imagination", yet just under 40 years prior, elements of our own government imagined perpetrating such an event!

In late summer of 2006, I co-founded the group [Pilots for 9/11 Truth](#), to more formally conduct research on the aviation-related aspects of 9/11. In August 2006, Pilots for 9/11 Truth received from the National Transportation and Safety Board (NTSB) a copy of the Flight Data Recorder data of Flight 77, which, according to the official account, hit the Pentagon.

We analyzed the data and announced our conclusion on 3/26/07 that "The information provided by the NTSB does not support the 9/11 Commission Report of American Airlines Flight 77 impact with the Pentagon." Much more information about this can be found in [our video documentary](#) and [our press release](#).

So now, a year after I began looking into the events of 9/11 and having devoted a lot of time and effort researching those events, I'm frustrated because we haven't been able to find *anything* to confirm the government's story. And what's worse is that the FBI and NTSB refuse to even discuss with us the many obvious problems we found in the Flight 77 Flight Data Recorder.

I continue to work with my colleagues at Pilots for 9/11 Truth, to grow the organization and to continue our research into the aviation-related aspects of 9/11, looking for confirmation of the government's story."

- **Audio interview by Mike Chambers 2/6/07:** "I just recently -- quote, unquote -- woke up back in May [2006] due to a video that I saw on mainstream media telling me that I could see a 757 in ten seconds flat going across the Pentagon lawn. And from there I did my research and here I am now ... with Pilotsfor911Truth.org. When I started my research I said to myself, I am going to do everything in my power to figure out and back up the official story, the government's story -- the government fairy tale, I now call it -- so I can have faith and believe in my government. We have gotten to the point where I haven't been able to find *anything* to confirm the government's story.

Now, we received the flight data information through the NTSB back in August [2006]. ... The files that we originally received from the NTSB shows the aircraft too high to have hit the light poles. They can see that on Pilotsfor911Truth.org *Full Analysis*. And of course in our film [Pandora's Black Box Chapter 2](#). ...

The flight data recorder raw file that we have just decoded ... it's still showing too high for the Pentagon. ... It shows the radar altimeter at 273 feet. That means 273 feet above the ground. OK? The Pentagon only gets up to 77 feet."
<http://www.tnrlive.com>

- **Co-founder:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Glen Stanish – Commercial airline pilot for American Airlines, ATA, TWA, and Continental. 15,000+ total hours flown. Aircraft flown: Boeing 737, McDonnell Douglas MD-80. Co-founder, [Pilots for 9/11 Truth](#).



Glen Stanish

- **Essay *Where is the Wreckage of UAL 93?* 2/15/06:** "I most certainly and honestly believe, that sometime in the near future, it will become common knowledge that the events of 9/11 were an "inside job" designed, engineered and committed by a very large and "in control" rogue element within our United States federal government, used as a false cause, a pretext, a lie, to invade two natural resource rich foreign countries, to further pursue and expand an empire, to change the borders of the Middle East countries, and as part of the war on terror, or more appropriately, the war on freedom, was used to frighten the American people so they would allow the infringement of their civil liberties and constitutional rights, to allow for closer monitoring and further oppression." <http://www.rumormillnews.com>

- **Letter to the Air Line Pilots Association 10/3/06:** "I have been a proud member of the Air Line Pilots Association for almost 16 years ... Throughout my piloting career, I have tried to uphold the published ALPA Canons of professional airmanship, safety and comfort of passengers and crew ...

Because of the abundant resources available within ALPA, including the ALPA Accident Investigation and Engineering and Air Safety Committees, on behalf of Professor [Jim Fetzer, PhD.](#), [Scholars for 911 Truth](#) co-founder, I as an ALPA member and Associate member of Scholars for 911Truth, am writing to you, the ALPA National Officers and Executive Vice-Presidents to encourage your participation and partnership with Scholars, an organization of which I am also very proud to be a member. **This is an open letter and invitation to join Scholars for 911 Truth.** I firmly believe that with the resources within ALPA, its participation in the work of Scholars would help in the establishment and documentation of a more accurate account and correct historical record of September the 11th, and the corrective political measures required to be taken to restore our republic and beloved country and help to heal her deep wounds associated with 911." [Link to full letter](#)

- **9/11 documentary video [9/11 Ripple Effect](#) 7/4/07:** "My initial reaction to September the 11th was that it was as advertised; that these aircraft had been hijacked; that it was a big terrorist operation; that we were attacked by Muslim extremists. I kind of just believed the initial story. I was in a state of shock.

As reports came out through the news and some alternative news services that I had been subscribing to there was some things that were reported by credible people at these accident sites that did not agree with my professional training and my background."

Preview clip *Opening* <http://911rippleeffect.com>

All the recorded sources, all the different photographic evidence that was produced by CNN and ABC, they all show this pod. It's there. You can see it with your own eyes. And in my professional opinion, there was a pod attached to the bottom of that aircraft. And therefore it was not United Airlines Flight 175.

Preview clip *Extra Equipment* <http://911rippleeffect.com>

- **Co-founder: [Pilots for 9/11 Truth](#)** Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

John Lear – Retired commercial airline pilot with over 19,000+ total hours flown in over 100 different types of planes for 10 different airlines in 60 different countries around the world. Flew for over 40 years.



John Lear

Holds every certificate ever offered by the FAA and has 23 different FAA type ratings. Held 17 world records including speed around the world in a Lear Jet Model 24, set in 1966. He was presented with the PATCO award for outstanding airmanship in 1968, and the Symons Wave memorial. Flight experience includes Boeing 707 and 727, McDonnell Douglas DC-8, Lockheed L-1011 and many others. Son of Bill Lear, founder of Lear Jet Corp.

- **Audio interview with [Rob Balsamo](#) 3/9/07:** Regarding the Flight Data Recorder information for Flight 77, which allegedly hit the Pentagon, released by the NTSB

John Lear: There's a lot things in that tape that came up, that if you're a pilot, you say, "Hey, wait a minute. That's bull****. That could never happen in a million years." ...

Rob Balsamo: What did you think about 9/11 after you saw it?

John Lear: Well, you know, five minutes after it happened, I knew that it was a scam. ... No Boeing 757 ever crashed into the Pentagon. No Boeing 757 ever crashed at Shanksville. ... And no Arab hijacker, ever in a million years, ever flew into the World Trade Center. And if you got 30 minutes I'll tell you exactly why he couldn't do it the first time. Now, I'd have trouble doing it the first time.

Rob Balsamo: Yeah, same here.

John Lear: Maybe if I had a couple tries to line up a few building, I could have done it. But certainly not the first time and certainly not at 500 or 600 miles an hour.

Rob Balsamo: Yeah, as a matter of fact, one of our members, he was a 737 Check Airman. He was in the sim at the time on September 11 and right after it happened they tried to duplicate it in the simulator and they said they couldn't do it. They were trying to hit the Towers and they couldn't do it. ...

John Lear: Yeah, it would be an amazing feat of airmanship. ...

John Lear: People ask, you know, why do I think that 9/11 was a scam. They say, "Why would the government do that?" And I said, there's three basic reasons. Number 1; they wanted to take away all our liberties and they had to pose a threat to do that. Number 2; they wanted a reason to go into Afghanistan. ... Then the third thing was we had to have a pretext for going into Iraq. <http://video.google.com>

- **Member: [Pilots for 9/11 Truth](#)** Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Capt. Russ Wittenberg

Capt. Russ Wittenberg, U.S. Air Force – Retired commercial pilot. Flew for Pan Am and United Airlines for 35 years. Aircraft flown: Boeing 707, 720, 727, 737, 747, 757, 767, and 777. 30,000+ total hours flown. Had previously flown the actual two United Airlines aircraft that were hijacked on 9/11 (Flight 93, which impacted in Pennsylvania, and Flight 175, the second plane to hit the WTC). Former U.S. Air Force fighter pilot with over 100 combat missions.

- **Video interview [9/11 Ripple Effect 8/07](#):** "I flew the two actual aircraft which were involved in 9/11; the Flight number 175 and Flight 93, the 757 that allegedly went down in Shanksville and Flight 175 is the aircraft that's alleged to have hit the South Tower. I don't believe it's possible for, like I said, for a terrorist, a so-called terrorist to train on a [Cessna] 172, then jump in a cockpit of a 757-767 class cockpit, and vertical navigate the aircraft, lateral navigate the aircraft, and fly the airplane at speeds exceeding it's design limit speed by well over 100 knots, make high-speed high-banked turns, exceeding -- pulling probably 5, 6, 7 G's. And the aircraft would literally fall out of the sky. I couldn't do it and I'm absolutely positive they couldn't do it." <http://americanbuddhist.net>

- **Article 7/17/05:** "The government story they handed us about 9/11 is total B.S. plain and simple." ... Wittenberg convincingly argued there was absolutely no possibility that Flight 77 could have "descended 7,000 feet in two minutes, all the while performing a steep 280 degree banked turn before crashing into the Pentagon's first floor wall without touching the lawn."...

"For a guy to just jump into the cockpit and fly like an ace is impossible - there is not one chance in a thousand," said Wittenberg, recalling that when he made the jump from Boeing 727's to the highly sophisticated computerized characteristics of the 737's through 767's it took him considerable time to feel comfortable flying." <http://www.arcticbeacon.com>

- **Audio Interview 9/16/04:** Regarding Flight 77, which allegedly hit the Pentagon. "The airplane could not have flown at those speeds which they said it did without going into what they call a high speed stall. The airplane won't go that fast if you start pulling those high G maneuvers at those bank angles. ... To expect this alleged airplane to run these maneuvers with a total amateur at the controls is simply ludicrous..."

It's roughly a 100 ton airplane. And an airplane that weighs 100 tons all assembled is still going to have 100 tons of disassembled trash and parts after it hits a building. There was no wreckage from a 757 at the Pentagon. ... The vehicle that hit the Pentagon was not Flight 77. We think, as you may have heard before, it was a cruise missile." <http://911underground.com>

- **Editor's note:** For more information on the impact at the Pentagon, see [General Stubblebine](#), [Colonel Nelson](#), [Commander Muga](#), [Lt. Col. Kwiatkowski](#), [Lt. Col. Latas](#), [Major Rokke](#), [Capt. Davis](#), [Barbara Honegger](#), [April Gallop](#), [Colonel Bunel](#), and [Steve DeChiaro](#).

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Member:** [Scientific Panel Investigating Nine-Eleven](#) Association Statement: "We have found solid scientific grounds on which to question the interpretation put upon the events of September 11, 2001 by the Office of the President of the United States of America and subsequently propagated by the major media of western nations."



Commander Ralph Kolstad

Commander Ralph Kolstad, U.S. Navy (ret) – Retired commercial airline captain with 27 years experience. Aircraft flown: Boeing 727, 757 and 767, McDonnell Douglas MD-80, and Fokker F-100. Retired fighter pilot. Former Air Combat Instructor, U.S. Navy Fighter Weapons School (Topgun). 20-year Navy career. Aircraft flown: McDonnell Douglas F-4 Phantom, Douglas A-4 Skyhawk, and Grumman F-14 Tomcat. 23,000+ total hours flown.

- **Statement to this website 8/20/07:** "I started questioning the Sept 11, 2001 "story" only days after the event. It just didn't make any sense to me. How could a steel and concrete building collapse after being hit by a Boeing 767? Didn't the engineers design it to withstand a direct hit from a Boeing 707, approximately the same size and weight of the 767? The evidence just didn't add up. ...

At the Pentagon, the pilot of the Boeing 757 did quite a feat of flying. I have 6,000 hours of flight time in Boeing 757's and 767's and could not have flown it the way the flight path was described.

I was also a Navy fighter pilot and Air Combat Instructor, U.S. Navy Fighter Weapons School and have experience flying low altitude, high speed aircraft. I could not have done what these beginners did. Something stinks to high heaven!

Where is the damage to the wall of the Pentagon from the wings? Where are the big pieces that always break away in an accident? Where is all the luggage? Where are the miles and miles of wire, cable, and lines that are part and parcel of any large aircraft? Where are the steel engine parts? Where is the steel landing gear? Where is the tail section that would have broken into large pieces?

I also personally knew American Airlines Captain "Chick" Burlingame, who was the captain of Flight 77 which allegedly hit the Pentagon, and I know he would not have given up his airplane to crazies!

And at the Shanksville Pennsylvania impact site, where is any of

the wreckage?!!! Of all the pictures I have seen, there is only a hole! Where is any piece of a crashed airplane? Why was the area cordoned off, and no inspection allowed by the normal accident personnel? Where is any evidence at all?

When one starts using his own mind, and not what one was told, there is very little to believe in the official "story". ...

Every question leads to another question that has not been answered by anyone in authority. This is just the beginning as to why I don't believe the official "story" and why I want the truth to be told." [Link to full statement](#)

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Capt. Ross "Rusty" Aimer

Capt. Ross "Rusty" Aimer, BS Aerospace Maintenance Engineering

– Retired commercial airline pilot, flying for United Airlines, Continental, Lufthansa, Cargolux, Iran Air, and Tower Air. Had previously flown the actual two United Airlines aircraft that were hijacked on 9/11 (Flight 93, which impacted in Pennsylvania, and Flight 175, the second plane to hit the WTC). Served as Member of the Board of Directors, Master Executive Council, and Chairman of the Local Scheduling Committee of the 66,00 member Airline Pilots Association. Currently Chief Executive Officer of an aviation consulting company. FAA certified airframe and powerplant mechanic. Aircraft flown: Boeing 777, 767, 757, 747, 737, 727, 720, 707, and McDonnell Douglas DC-10, DC-9, DC-8F. 30,000+ total hours flown. 40 year professional aviation career.

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- **Website:** <http://www.aviationexperts.com/bios/Ross.htm>

Joel M. Skousen – Commercial pilot. Former U.S. Marine Corps fighter pilot. Aircraft flown: McDonnell Douglas F-4 Phantom, Douglas A-4 Skyhawk, Grumman F-9 Cougar, North American T-2C Buckeye, various civilian planes. Member, Experimental Aircraft Association.



Joel M. Skousen

Member, Aircraft Owners and Pilots Association. Former Chairman of the Conservative National Committee in Washington DC and Executive Editor of *Conservative Digest*. Author of [Essential Principles for the Conservation of Liberty](#) (1984), [The Secure Home--Architectural Design, Construction and Remodeling of Self-Sufficient Residences and Retreats](#) (1982, 1999), [How to Implement a High Security Shelter in the Home](#) (1996), [Strategic Relocation--North American Guide to Safe Places](#) (1998), *Foundations of the Ideal State* (2007).

- **Essay *Debunking the Debunkers* 2/14/05:** "For over a decade now, the PTB [Powers That Be] have used an odd vehicle to do their debunking on a variety of issues - *Popular Mechanics Magazine* (a Hearst publication). I suppose they are targeting the back-yard mechanic and auto-enthusiast crowd, who are often prone to accepting conspiracy facts and theories.

In the March 2005 issue, PM magazine singled out 16 issues or claims of the 9/11 skeptics that point to government collusion and systematically attempted to debunk each one. Of the 16, most missed the mark and almost half were straw men arguments - either ridiculous arguments that few conspiracists believed or restatements of the arguments that were highly distorted so as to make them look weaker than they really were. ...

I am one of those who claim there are factual arguments pointing to conspiracy, and that truth is not served by taking cheap shots at those who see gaping flaws in the government story ...

There is significant evidence that the aircraft impacts did not cause the collapse [of the Twin Towers] ...

The issues of the penetration hole [at the Pentagon] and the lack of large pieces of debris simply do not jive with the official story, but they are explainable if you include the parking lot video evidence that shows a huge white explosion at impact. This cannot happen with an aircraft laden only with fuel. It can only happen in the presence of high explosives."

<http://www.rense.com>

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- **Website:** <http://www.joelskousen.com/>

Lt. Col. Jeff Latas, U.S. Air Force (ret) – Former combat fighter pilot. Aerospace engineer. Currently Captain at a major airline. Combat experience includes Desert Storm and four tours of duty in Northern



Lt. Col. Jeff Latas

and Southern Watch. Aircraft flown: McDonnell Douglas F-15E Strike Eagle and General Dynamics F-111 Aardvark fighter/bomber. Former President, U.S. Air Force Accident Investigation Board. Also served as Pentagon Weapons Requirement Officer and as a member of the Pentagon's Quadrennial Defense Review. Awarded Distinguish Flying Cross for Heroism, four Air Medals, four Meritorious Service Medals, and nine Aerial Achievement Medals. 20-year Air Force career.

- **Audio interview with [Rob Balsamo](#) 6/25/07:** Regarding the 9/11 Commission's account of the impact of Flight 77 at the Pentagon and discrepancies with the actual Flight Data Recorder information:

"After I did my own analysis of it, it's obvious that there's discrepancies between the two stories; between the 9/11 Commission and the flight data recorder information. And I think that's where we really need to focus a lot of our attention to get the help that we need in order to put pressure on government agencies to actually do a real investigation of 9/11. And not just from a security standpoint, but from even an aviation standpoint, like any accident investigation would actually help the aviators out by finding reasons for things happening. ...

The things that really got my attention were the amount of descent rate that you had to have at the end of the flight, of Flight 77, that would have made it practically impossible to hit the light poles. **[Editor's note:** Destruction of the light poles near the Pentagon by Flight 77 was stated in the 9/11 Commission Report.] Essentially it would have been too high at that point to the point of impact where the main body of the airplane was hitting between the first and second floor of the Pentagon. ...

You know, I'd ride my bike to the Pentagon. So, you know I'm a little bit familiar with that area. **[Editor's note:** Lt. Col. Latas served as a Weapons Requirement Officer at the Pentagon.] But, you know, that kind of descent rate it would have been impossible essentially for the results that we see physically from what the flight data recorder was recording. Like I say, that's an area that I think deserves explanation. ...

The ground track [the path of the airplane] is off from the 9/11 Commission. There are several things that can be brought up but it's been a while since I've seen the film and looked at the flight data recorder. And I can't think of all the discrepancies I saw, but there are several there. [The film he refers to is the video documentary, [Pandora's Black Box, Chapter 2, Flight of American 77](#).] ...

And I think that we Americans need to demand further investigation just to clarify the discrepancies that you've [Pilots for 9/11 Truth] found. And I think that we need to be getting on the phone with our Congressmen and women and letting them know that we don't accept the excuses that we're hearing now, that we want true investigators to do a true investigation."
<http://video.google.com>

- **Editor's note:** For more information on the impact at the Pentagon, see [General Stubblebine](#), [Colonel Nelson](#), [Commander Muga](#), [Lt. Col. Kwiatkowski](#), [Major Rokke](#), [Capt.](#)

[Wittenberg](#), [Capt. Davis](#), [Barbara Honegger](#), [April Gallop](#), [Colonel Bunel](#), and [Steve DeChiaro](#).

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Commander Ted Muga, BS CE

Commander Ted Muga, BS CE, U.S. Navy (ret) – Retired Pan-Am commercial airline pilot. Commercial aircraft flown: Boeing 707 and 727. 7,500 total commercial hours flown. Retired Civil Engineer. Retired Naval aviator. Military aircraft flown: Grumman E-1 Tracer and E-2 Hawkeye. 3,800 total military hours flown.

- **Interview** [Alex Jones](#) *Show 4/11/07:*

Alex Jones: Recap Hani Hanjour's maneuver, what they claim -- go through the maneuver they claim he did and then what supposedly happened there at the Pentagon ...

Commander Muga: The maneuver at the Pentagon was just a tight spiral coming down out of 7,000 feet. And a commercial aircraft, while they can in fact structurally somewhat handle that maneuver, they are very, very, very difficult. And it would take considerable training. In other words, commercial aircraft are designed for a particular purpose and that is for comfort and for passengers and it's not for military maneuvers. And while they are structurally capable of doing them, it takes some very, very talented pilots to do that. ...

When a commercial airplane gets that high, it gets very, very close to getting into what you refer to as a speed high-speed stall. And a high-speed stall can be very, very violent on a commercial-type aircraft and you never want to get into that situation. I just can't imagine an amateur even being able to come close to performing a maneuver of that nature.

And as far as hijacking the airplanes, once again getting back to the nature of pilots and airplanes, there is no way that a pilot would give up an airplane to hijackers. ...

I mean, hell, a guy doesn't give up a TV remote control much less a complicated 757. And so to think that pilots would allow a plane to be taken over by a couple of 5 foot 7, 150 pound guys with a one-inch blade boxcutter is ridiculous.

And also in all four planes, if you remember, none of the planes ever switched on their transponder to the hijack code. There's a very, very simple code that you put in if you suspect that your plane is being hijacked. It takes literally just a split-second for

you to put your hand down on the center console and flip it over. And not one of the four planes ever transponded a hijack code, which is most, most unusual. ...

Commercial airplanes are very, very complex pieces of machines. And they're designed for two pilots up there, not just two amateur pilots, but two qualified commercial pilots up there. And to think that you're going to get an amateur up into the cockpit and fly, much less navigate, it to a designated target, the probability is so low, that it's bordering on impossible." Appears half way through the second hour segment at <http://www.realradioarchives.com>

- **Editor's note:** For more information on the impact at the Pentagon, see [General Stubblebine](#), [Colonel Nelson](#), [Lt. Col. Kwiatkowski](#), [Major Rokke](#), [Capt. Wittenberg](#), [Colonel Bunel](#), and [Steve DeChiaro](#).
- **Member:** [Scholars for 9/11 Truth and Justice](#) Association Statement: "Scholars for 9/11 Truth and Justice is a non-partisan organization consisting of independent researchers and activists engaged in uncovering the true nature of the September 11, 2001 attacks."
- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Col. George Nelson, MBA

Col. George Nelson, MBA, U.S. Air Force (ret) – FAA certified commercial pilot. Former U.S. Air Force aircraft accident investigator and airplane parts authority. Graduate, U.S. Air Force War College. 34-year Air Force career. FAA certified Airframe and Powerplant Mechanic.

- **Essay:** "In all my years of direct and indirect participation, I never witnessed nor even heard of an aircraft loss, where the wreckage was accessible, that prevented investigators from finding enough hard evidence to positively identify the make, model, and specific registration number of the aircraft -- and in most cases the precise cause of the accident. ...

The government alleges that four wide-body airliners crashed on the morning of September 11 2001, resulting in the deaths of more than 3,000 human beings, yet not one piece of hard aircraft evidence has been produced in an attempt to positively identify any of the four aircraft. On the contrary, it seems only that all potential evidence was deliberately kept hidden from public view.

...

With all the evidence readily available at the Pentagon crash site,

any unbiased rational investigator could only conclude that a Boeing 757 did not fly into the Pentagon as alleged. Similarly, with all the evidence available at the Pennsylvania crash site, it was most doubtful that a passenger airliner caused the obvious hole in the ground and certainly not the Boeing 757 as alleged.

...

As painful and heartbreaking as was the loss of innocent lives and the lingering health problems of thousands more, a most troublesome and nightmarish probability remains that so many Americans appear to be involved in the most heinous conspiracy in our country's history." <http://www.physics911.net>

- **Editor's note:** For more information on the impact at the Pentagon, see [General Stubblebine](#), [Commander Muga](#), [Lt. Col. Kwiatkowski](#), [Lt. Col. Latas](#), [Major Rokke](#), [Capt. Wittenberg](#), [Capt. Davis](#), [Barbara Honegger](#), [April Gallop](#), [Colonel Bunel](#), and [Steve DeChiaro](#).
- **Member:** [Scholars for 9/11 Truth and Justice](#) Association Statement: "Scholars for 9/11 Truth and Justice is a non-partisan organization consisting of independent researchers and activists engaged in uncovering the true nature of the September 11, 2001 attacks."
- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Member:** [Scientific Panel Investigating Nine-Eleven](#) Association Statement: "We have found solid scientific grounds on which to question the interpretation put upon the events of September 11, 2001 by the Office of the President of the United States of America and subsequently propagated by the major media of western nations."

Ralph W. Omholt – Commercial airline pilot. Aircraft flown: Boeing 727, 737, 747, 757, 767, and McDonnell Douglas DC-10.

- **Statement:** "Almost nothing in the "official" 9-11 account proves to be factual. For all the purported U.S. failures; no one was punished - most were rewarded.

At the 9-11 Pentagon, the world witnessed a fire and suggestions of explosions. Airport fire trucks rushed to the scene of a purported "crash" site - without discovering an airplane. There is no viable evidence of burning jet fuel. Just the statement, "They say it was an airplane." The pre-collapse Pentagon section showed no 'forward-moving' damage. The damage is at the wrong location. The expected "crash" damage doesn't exist.



Ralph W. Omholt

There was no particular physical evidence of the expected "wreckage." There was no tail, no wings; no damage consistent with a B-757 "crash." Even the Pentagon lawn was undamaged! The geometry of the day certifies the 'official' account as a blatant lie. The few aircraft parts discovered at the Pentagon are highly suspect. The dramatic "witness" accounts lack supporting physical evidence - with the exception of those who described the incredibly few aircraft parts. All images show that the building wasn't aggressively searched for survivors. Lacking any 'expected' clues, one is left to ask *"Who said this was an airplane crash, in the first place?"*

The purported Flight 93 crash site in Pennsylvania is quite similar.

Since 9-11, it was discovered that there was no expected Air Force fighter response. By all appearances, the expected fighters were held back from interfering with; or witnessing the unfolding events. The fighter onboard electronics would have not only offered an intercept target, but would have displayed and recorded the forbidden reality of the day. Of particular interest would be the fate of two obviously missing airliners.

The alleged hijackers apparently were not on board the aircraft! Their names were not on any passenger manifests - yet shown. The 'names' of at least seven of the alleged hijackers were discovered to be still alive - with no questions being asked about whom the real hijackers were. No attempt has been made to discover the "known terrorists." There were at least four hijackers - all evidence pointing to their being highly qualified jet pilots - not zealous Arab wannabes.

As the names of "al Qaeda" and "bin Laden" continue to be pandered in the shadows of 'terrorism,' journalists continue to discover that the bin Laden family was given the treatment of royalty, immediately following 9-11. ...

The legacy of 9-11 is that America - and its Constitution - is far more threatened from the White House, than the caves of Afghanistan." <http://home.comcast.net/~skydrifter/exp.htm>

- **Member:** [Scientific Panel Investigating Nine-Eleven](#) Association Statement: "We have found solid scientific grounds on which to question the interpretation put upon the events of September 11, 2001 by the Office of the President of the United States of America and subsequently propagated by the major media of western nations."
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- **Personal website:** <http://home.comcast.net/~skydrifter/exp.htm>



Capt. Fred Fox

Capt. Fred Fox – Retired commercial airline pilot, with 33 years experience flying for American Airlines. Commercial aircraft flown: Boeing 707, 727, 747, 767, McDonnell Douglas DC-10, MD-80, and MD-11, Douglas DC-6, and General Dynamics/Convair 990 Coronado. Former U.S. Navy pilot. Aircraft flown: Douglas A-4 Skyhawk, 8 years experience.

- **Video interview** [9/11 Ripple Effect 8/07](http://www.911rippleeffect.com/): "I know from my experience that it would have been highly improbable that even a seasoned American test pilot, a military test pilot, could have flown a T-category, aircraft like the 757, into the first floor of the Pentagon because of a thing called Ground Effect." at 50:22 of the video at <http://www.911rippleeffect.com/>
- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Dennis Cimino

Dennis Cimino – Commercial pilot rating for over 25 years. Systems Engineer. Navy Combat Systems Specialist (Radar, ECM, UHF/VHF/HF COMMS., GPS, INS, SATNAV, cryptographic communications). Millimeter wave RADAR and countermeasures expert since 1973. Two patents held for Doppler RADAR. Former Flight Data Recorder Engineer, Smiths Aerospace.

- **Statement to this website 6/3/07**: "I have been a licensed pilot with a commercial rating, multi-engine, IFR, since 1981. Prior to that I served as an Electronic Warfare / Electronic Signals Intelligence (EW ELINT) specialist in the U.S. Navy, with many 'first time' signal intercepts in the national (NSA) sigint database. Since I left the Navy in 1979, I have been heavily involved in DoD weapons system testing and certification. I have held high level clearances most of my career.

There is no doubt in my mind that what transpired on September 11, 2001, was an inside job carried out by members of our own

government. Based on my experience as a commercial pilot, I do not believe that it's possible for four large commercial airliners to have gone off course for as long as they did and as far as they did and were not intercepted by Air Force pilots, without the explicit cooperation of highly placed people in the military and government.

I also do not believe that both of the WTC Twin Towers could have been identically pulverized and that both identically collapsed into their own footprints as a result of a single airplane impact and the fire from a few thousand gallons of jet fuel. I also do not believe that WTC Building 7, which wasn't even hit by an airplane, could have entirely collapsed as a result of a few fires, particularly in a manner that is entirely consistent with a controlled demolition.

Additionally, the visible evidence at the Pentagon is inconsistent with an impact by a Boeing 757. There was virtually no debris from the 80-ton airplane, except a few small pieces that were picked up by hand. Nor was there any evidence of holes in the building that surely would have resulted from the impacts of the two 6-ton RB-211 engines on the alleged Boeing 757. Similarly, at Shanksville, PA, the small gash in the earth is far too small to have resulted from the impact of a Boeing 757.

All of these factors have convinced me that our government was fully onboard with what took place on 9/11. The official account of 9/11 is absolute B.S. We, as citizens of this great country, need to do research, question the government, and demand a full, impartial investigation to determine what actually took place that day."

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Robin Hordon – Former FAA Air Traffic Controller at the Boston Air Route Traffic Control Center, located in Nashua, NH, 1970 - 1981. FAA certified commercial pilot. FAA certified Flight Instructor and



Robin Hordon

certified Ground Instructor. After leaving the FAA, he had a 12-year career in the field of comedy ending up as artistic coordinator for "Catch A Rising Star" in Harvard Square in Cambridge, MA.

- **Statement to this website 4/10/07:** "I knew within hours of the attacks on 9/11/2001 that it was an inside job. Based on my 11-year experience as an FAA Air Traffic Controller in the busy Northeast corridor, including hundreds of hours of training, briefings, air refuelings, low altitude bombing drills, being part of huge military exercises, daily military training exercises, interacting on a routine basis directly with NORAD radar personnel, and based on my own direct experience dealing with in-flight emergency situations, including two instances of hijacked commercial airliners, I state unequivocally; There is absolutely no way that four large commercial airliners could have flown around off course for 30 to 60 minutes on 9/11 without being intercepted and shot completely out of the sky by our jet fighters unless very highly placed people in our government and our military wanted it to happen.

It is important for people to understand that scrambling jet fighters to intercept aircraft showing the signs of experiencing "IN-FLIGHT EMERGENCIES" such as going off course without authorization, losing a transponder signal and/or losing radio contact is a common and routine task executed jointly between the FAA and NORAD controllers. The entire "national defense-first responder" intercept system has many highly-trained civilian and military personnel who are committed and well-trained to this task. FAA and NORAD continuously monitor our skies and fighter planes and pilots are on the ready 24/7 to handle these situations. Jet fighters typically intercept any suspect plane over the United States within 10 - 15 minutes of notification of a problem.

This type of "immediate, high speed, high priority and emergency" scramble had been happening regularly approximately 75 - 150 times per year for ten years. ...

I believe that 9/11 was what is known as a "False Flag Operation" in which a country inflicts casualties upon itself, and then blames it on an enemy that they want to go to war against. It is one more instance in the United States' long history of using "False Flag Operations" and blatant propaganda to ramp-up hostile emotions towards an enemy in a population otherwise resistant to going to war." [Link to full statement and expanded bio](#)

- **Article 3/12/07:** "When it became clear that there hadn't been a systems failure of any kind on the morning of September 11th, Hordon was certain that something had gone terribly wrong within the upper echelons of authority. A pilot (third level air carrier) as well as an ATC, he is well versed on in-flight emergency protocol. He is also adamant that if these procedures had been followed on 9/11 not one of the hijacked planes would have reached their targets.

"I'm sorry but American 11 should have been intercepted over southwest Connecticut—bang, done deal." ...

The unfathomable delays seen in military action on 9/11 are inconceivable to those who have painstakingly investigated the matter -- and for a man who worked for years keeping air travel over the U.S. safe. ...

"I think we all have to agree that, one way or another, the U.S. military was involved in the attacks. The advantage that Rumsfeld had is that he can classify, reshape, make available, make unavailable any information that he wants, at any time and deny that information to the public for any reason, especially national security." <http://www.prisonplanet.com>



Kirk G. Miller, BA, BS IE

Kirk G. Miller, BA, BS IE – Retired commercial airline pilot, Delta Airlines. Aircraft flown: Boeing 727, 737, 757, 767, Lockheed L-1011. Former U.S. Coast Guard pilot. Aircraft flown: Grumman HU-16 Albatross. Professional pilot for 37 years. Former Manufacturing Engineer.

- **Statement in support of Architects and Engineers petition:**

"HIDE Air Traffic Control radar tapes. HIDE major airliner crash reports (NTSB). HIDE NORAD tapes. Give me a break, these guys in power are guilty of high treason. ... "

<http://www.ae911truth.org>

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"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

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Gordon Price – Retired commercial airline pilot with Air Canada. Aircraft flown: Boeing 747-400, Airbus A340, A330, A320, Lockheed L-1011, McDonnell Douglas DC-9, DC-8, Vickers Vanguard and Vickers



Gordon Price

Viscount. 36 year commercial career. Former Fighter Pilot, Royal Canadian Air Force. Aircraft flown: Lockheed T-33 Shooting Star (aka T-Bird), North American F-86 Sabre fighter, Canadair CF-104 Starfighter (modified Lockheed F-104). 6 year military career. Recipient of the Keith Hopkins Award for Best Homebuilt Aircraft in Canada: 1974. Canadian National Aerobatic Champion: 1979, 1980, 1981. Canadian Open Aerobatic Champion: 1979, 1980, 1981, 1982.

- **Personal Statement 6/7/08:**

"The Pentagon was not hit by a Boeing 757. A Boeing 757 did not crash in Shanksville Pa. The twin towers and WTC 7 were professionally demolished. They did not collapse because of 2 aircraft flying into them and subsequent fires. The mainstream press and all politicians except [Ron Paul](#) and Connie Fogal are traitors to their country, either willingly or unwittingly.

Please prove me wrong."

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- **Bio:** <http://moleski.net/ULTBIPE/ultgpbio.htm>
- **Website:** <http://www.thedampub.ca/gords-rant>



Maj. Brian Power-Waters

Maj. Brian Power-Waters, U.S. Air Force (ret) – Retired commercial airline pilot flying for Mohawk Airlines, Allegheny Airlines, and US Airways for 28 years. FAA certified Flight and Ground Instructor, and Airframe and Powerplant Mechanic. Aircraft flown: British Aircraft BAC-111, Convair CV-240, CV-340, and CV-440 Metropolitan, Douglas DC-3 and DC-4, Martin 2-0-2, Martin 4-0-4. 30,000+ total hours flown.

Retired Fighter Pilot, U.S. Air Force. Flight Engineer, Royal Canadian Air Force during World War II. Military aircraft flown: North American F-86 Sabre fighter and P-51 Mustang fighter, Lockheed P-38 Lightning fighter, Grumman F8F Bearcat fighter, Boeing B-17 Flying Fortress bomber, North American B-25 Mitchell bomber, Handley Page Halifax Mk V bomber, Douglas C-47 Skytrain (aka Dakota) and C-54 Skymaster, Curtis-Wright C-46 Commando, Beechcraft C-45 Expeditior and T-34 Mentor, North American T-6 Texan and T-28 Trojan, Lockheed T-33 Shooting Star (aka T-Bird), Boeing Stearman PT-17 Kaydet, Fairchild PT-19, Cessna UC-78 Bobcat. Aerobatic flying competitor in Pitts Special S-1S and Acro-Sport Starduster II biplanes.

Author of [Is It Safe? Why Flying Commercial Airliners is Still a Risky Business](#) (2008), [93 Seconds to Disaster](#) (2005), [Danger In The Air](#) (2002), [Margin for Error: None](#) (1980, 2001), and [Safety Last: The Dangers of Commercial Aviation](#) (1972, 2001).

- **Statement in support of [Pilots for 9/11 Truth](#) petition to U.S. Congress calling for a new investigation of 9/11:**

"The FAA could have prevented 9/11 if they had installed rugged cockpit doors that were requested over 40 years ago. Please visit my website: <http://www.brianpowerwaters.com>. I have written 5 airline safety books. I believe *[Danger in the Air](#)* depicts 9/11 nicely. 3,000 deaths is directly attributed to the FAA. In this case, it took 3,000 deaths for the tombstone agency to do something. Good luck to you in your Petition."

<http://www.petitiononline.com/911dvds>

- **Signatory: [Pilots for 9/11 Truth](#) petition to U.S. Congress calling for a new investigation of 9/11:**

"There are many Americans who feel that there are too many unanswered questions regarding the events of 9/11. We request that the investigation be reopened.

We feel that the 9/11 Commission did not go far enough, nor ask the tough questions necessary to get to the truth. We are requesting the investigation be reopened and that the mission this time be to find the truth, the whole truth, with no stone left unturned. ... " <http://www.petitiononline.com/911dvds>

- **Website: <http://www.brianpowerwaters.com>**



Capt. R. Bruce Sinclair

Capt. R. Bruce Sinclair – Commercial airline pilot. Aircraft Performance Instructor trained at Boeing. Aircraft flown: Boeing 737, Boeing 727, Airbus A300-B4. 19,500+ total hours flown. 43 years flying.

- **Video interview by Doug Brinkman 10/18/08:**

Doug Brinkman: What was the one point about 9/11 that really convinced you that the official story just doesn't hold water?

Bruce Sinclair: Well, the one I use for people who are 9/11 neophytes or people who are disbelievers is -- The single most compelling piece of evidence is the collapse of Building 7 at the World Trade Center. Most people don't even know that Building 7 collapsed because it's been expunged from the mainstream media completely. But the bottom line is that when a 47-story steel and concrete structure falls at 5:30 in the afternoon at 6 and a half seconds of free-fall speed into its own shadow, with video tapes of people saying "You'll have to get back. The building is coming down." -- Videos which I've seen. Another one which has actually people videotaped doing a countdown before the building is destroyed. This is the prima facie proof of an inside job. This building was hit by no airplane. ...

<http://www.youtube.com>

- **Statement in support of Architects and Engineers petition:**

"I would like to personally thank [Lt. Col. Shelton Lankford](#) for the best quote I have ever read which summarizes the events of 9/11:

"September 11, 2001 seems destined to be the watershed event of our lives and the greatest test for our democracy in our lifetimes. The evidence of government complicity in the lead-up to the events, the failure to respond during the event, and the astounding lack of any meaningful investigation afterwards, as well as the ignoring of evidence turned up by others that renders the official explanation impossible, may signal the end of the American experiment. It has been used to justify all manners of measures to legalize repression at home and as a pretext for behaving as an aggressive empire abroad. Until we demand an independent, honest, and thorough investigation and accountability for those whose action and inaction led to those events and the cover-up, our republic and our Constitution remain in the gravest danger." " <http://www.ae911truth.org>

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Capt. Brent Dale Greenwood – Retired commercial airline pilot flying for DHL Airways 1978 - 1985 and United Airlines 1985 - 2007. Also FAA certified Flight Engineer, Flight Instructor, and Airframe and



Capt. Brent Dale Greenwood

Powerplant Mechanic. 30-year career. Aircraft flown: Douglas DC-3, DC-6, DC-7, Lockheed L-188 Electra, Boeing 737, 757, 767. Veteran, U.S. Air Force 1969 - 1972.

- **Statement in support of Architects and Engineers petition:**

"I have never bought the official story from the beginning and am really glad to see A&E professionals getting on board and exposing the Truth. The truth is obvious to anyone who will open their eyes. It grieves me deeply concerning what it has done to our country and what it has done to my profession. It has ruined one of the premier occupations of piloting commercial aircraft. The most insulting result was to be considered a potential terrorist when going to work and having "nail clippers" and pocket knife confiscated when I was going to sit in the pilots seat with the controls in my hands. Yes sir, I was always in great danger of hijacking myself!!?!" <http://www.ae911truth.org>

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Capt. James L. Hayhurst – Retired commercial airline pilot, flying for



Capt. James L. Hayhurst

Pacific Southwest Airlines, Boeing and US Airways and was an instructor pilot for Boeing. 20 years of service. Commercial aircraft flown: Boeing 737, 757, 767; McDonnell Douglas MD-80. Former U.S. Air Force fighter pilot and training instructor. Military aircraft flown: McDonnell Douglas F-15E Strike Eagle, Northrup T-38 Talon. Graduate, U.S. Air Force Academy. 10 years U.S. Air Force service. 16,500+ total career hours flown. Parachute designer and test jumper. 10,000+ parachute jumps. Director, [Dreambirds Airshow Team](#), a jet airshow team dedicated to peace, with a mission of supporting Dreams for Kids and global children's charities. Seven-times U.S. National Parachuting Champion. Sixteen-time member of the U.S. Parachuting Team. Author and novelist whose books include: [Netblue](#) (2003), and The Adventure of Mercury Lane: [Jack's Fall](#) (2008) and [Bad Commandments](#) (2008).

- **Statement in support of Architects and Engineers petition:**

"Like Richard Gage and the ae911truth organization, I accepted the "official story" until April 2008, when I read a paper written by Steven Jones, BYU physics professor. The towers and building #7 collapsed at near-freefall velocity, consistent with a controlled demolition. The NIST report is inaccurate, if not entirely bogus. The collapse of the trade towers should be re-investigated as a joint scientific (like the Challenger space shuttle disaster) and criminal (a team of independent forensic scientists) investigation." <http://www.ae911truth.org>

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Commander James R. Compton, III, U.S. Navy (ret) – FAA certified commercial airplane and helicopter pilot



Commander James R. Compton

- Endorsement of ***National Security Alert***, a video documentary by Citizens Investigation Team. The 81-minute documentary contains first-person interviews with dozens of eyewitnesses to the event at the Pentagon on 9/11 that contradict the official account of 9/11 and provide evidence establishing that the plane that was seen flying low over Arlington on 9/11/01 did not in fact hit the Pentagon.

"Citizen Investigation Team did an outstanding job of finding witnesses and putting the facts together. It's the best reporting I've seen in a long, long time. This video is a must see for every citizen in our country."

<http://www.citizeninvestigationteam.com/praise.html>



Jeffrey Smathers

Jeffrey Smathers – FAA certified commercial pilot, Flight Instructor and Experimental Aircraft Builder. Former U.S. Navy Aircrewman on Lockheed P-3C Orion. Electromechanical Engineering Technician with over 20 years experience.

- **Statement in support of Architects and Engineers petition:**

"There is overwhelming evidence to show that the buildings dynamic physical behavior(s) were outside of the normal bounded statistical event envelope.

This merits the attention of all professional Engineers who still value the Constitution and our Liberty.

This event has the same 'signature' as the TWA Flight 800 event." <http://www.ae911truth.org>

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<http://www.ae911truth.org/joinus.php>

- **Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six

years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.



Douglas M. Scherer

Douglas M. Scherer – FAA certified commercial pilot (multiengine, instrument). FAA certified Airframe and Powerplant Mechanic. Retired U.S. Army Infantry Officer. Airborne. U.S. Army aviator, 220th Reconnaissance Airplane Company (RAC), Phu Bai, Vietnam.

- **Statement in support of Architects and Engineers petition:**

"WTC Towers 1 and 2 and Building 7 were brought down by tightly controlled sequenced explosive charges. First the basements were blown out, then the classic 'crimp' blowing out interior columns that allowed them to fall at free-fall speed, pulling the exterior walls inward and down.

A brilliant demo job and the Crime of the Centuries. *Fire Engineering Magazine* called FEMA's part time scientists investigation of the collapses a ...'half baked farce'..."

<http://www.ae911truth.org>

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John C. Miller – Retired corporate pilot. Former Chief Pilot, Shamrock Corporation. FAA certified commercial pilot (multiengine, instrument) and Flight Instructor. Member, National Business Aviation Association. 23,000+ total hours flown over his more than 50 year career.



John C. Miller

- **Statement in support of Architects and Engineers petition:**

"After hearing the explanations that your associates gave for the demolition verses a collapse, I started to examine the videos carefully and was able by pause and start, pause and start, in one second bits to observe and photograph the explosions and heavy steel pieces blown horizontally during the demolitions. Other studies brought me to the conclusion that certain responsible people were informed in advance and acted to further their personal agendas by demolishing the buildings without warning the occupants or the Firefighters until Building Seven when the owner did warn the Fire and Rescue to get away. Immediately Building 7 is so obviously taken down that anyone could tell." <http://www.ae911truth.org>

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Peter Rapp – Former owner of service company carrying out business flights in Europe. Private pilot IR (Austria). 950 hours flight time. Aircraft flown: Piper Turbo Arrow, PA-32T Saratoga, Cessna 172 and 182T-Garmin 1000.

- **Statement to this website 7/16/07:** "Thanks to PatriotsQuestion911 for the outstanding work you are doing. Your site is a perfect eye-opener in 9/11 discussions. It underlines, by the great number of personalities speaking out, that the truth about the 9/11 attacks and their geopolitical background can no longer be denied as 'conspiracy theories'."



Peter Rapp

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Capt. Joe H. Ferguson

Capt. Joe H. Ferguson, U.S. Air Force – Retired commercial airline pilot for Frontier Airlines (28 years) and Continental Airlines (14 years). Aircraft flown: Boeing 737, Douglas DC-3, McDonnell Douglas DC-10 and MD80, Convair CV 580. 30,000+ total hours flown and 5,000+ hours as a Flight Engineer. Former U.S. Air Force pilot. Aircraft flown: North American B-25 Mitchell Bomber, Boeing B-29 Superfortress Bomber, Boeing KC-97 Stratotanker, North American T-6 Texan and T-28 Trojan.

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- **Bio:** <http://www.jbs.org/node/2624>

James M. Craven, MA (Blackfoot name: Omahkohkiaayo i'poyi) – FAA certified commercial pilot, Instrument. FAA certified Ground Instructor (Advanced and Instrument). Professor of Economics and Chair, Business Division, Clark College. Veteran, U.S. Army 1963 - 1966.

- **Statement to this website 8/27/08:**

"These different groups are all named what they are calling for: Pilots *"FOR 9/11 TRUTH"*, Architects and Engineers *"FOR 9/11 TRUTH"*, Firefighters *"FOR 9/11 TRUTH"*, etc. They are not named for a particular theory of what happened on 9/11, for example Pilots for Theory X. They are only interested in finding the truth -- whatever it is -- of what happened.



James M. Craven, MA

The mere fact that there was no immediate call for a real, full and competent investigation following 9-11, and in fact that there was ongoing obstruction of any investigation, says it all: we are still far from the truth of what happened and there is simply too much at stake to let it go. What could be wrong or crazy about that position?"

- **Statement in support of Architects and Engineers petition:**

"The existing and accumulating evidence and implications demand a thorough and competent investigation of 9/11 without fear or favor. The science, evidence and reasoning in this slide show alone are extremely compelling and any summary dismissals of "Conspiracy Theory" are arrogant, disingenuous and anti-scientific. (How and why would/could anyone summarily dismiss evidence they have not even bothered to view let alone consider?) And, by the way, if conspiracies do not actually occur in the real world, why do we have laws against them? The official 9/11 Commission was worse than an outright fraud and cover-up." <http://www.ae911truth.org>

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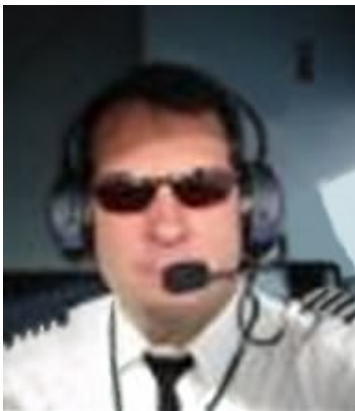
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- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Capt. Steve Nieman

Capt. Steve Nieman – Commercial airline pilot with Horizon Air. 30-years of experience.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Bio:** <http://www.ourunion.org>



Capt. Scott Zeches, MBA

Capt. Scotty Zeches, MBA – Commercial airline pilot with Air Astana Airlines, IndiGo Airlines, Skybus Airlines, Independence Airlines, Atlantic Coast Airlines, and Florida Air Cargo. FAA certified Flight and Ground Instructor. Aircraft flown: British Aerospace BA-3100 Jetstream, Dornier 328Jet (328-300), Airbus A320. 8,000+ total hours flown. Veteran U.S. Army, Paratrooper, 82nd Airborne.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Marianne Maire-Shaw – Commercial pilot (France). Seven-time French Aerobatic Champion. Aerobatic Flight Instructor. Leader of CAPTENS, a two-plane formation flight team. Member of the French



Marianne Maire-Shaw

Aerobatic Team for 15 years. 4,900+ total hours flown. See also [Adam Shaw](#), her formation flight team wingman and husband.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Website:** <http://www.captens.fr>



Ted Williams

Ted Williams – Former commercial airline and corporate pilot with 4200+ hours flown. Aircraft flown: Fokker F27 Friendship, Short Brothers SD3, Piper PA-31T. Former adjunct faculty at Lafayette College, Moravian College, Muhlenburg College and Temple University. Classical musician, concert and recording artist.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Jared Eastley

Jared Eastley – Business Charter and Air Ambulance Pilot. Aircraft flown: Fairchild Metroliner (Aerospace Metro). 5,000+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Mark Avellino, BS Aeronautical Science

Mark Avellino, BS Aeronautical Science – FAA certified commercial pilot. Certified Flight Instructor (single and multi-engine and instrument).

- **Statement:** "I'm just another American that can't stand by and let the criminals get away with this. Thousands died on September 11th and thousands more continue to die. It's time we do something about it. It's time to make a change." <http://9-11.meetup.com>
- **Member:** [Scholars for 9/11 Truth and Justice](#) Association Statement: "Scholars for 9/11 Truth and Justice is a non-partisan organization consisting of independent researchers and activists engaged in uncovering the true nature of the September 11, 2001 attacks."



Guido Fontana

Guido Fontana – FAA certified commercial pilot. Instrument, Single & Multi-engine Land. Single engine Sea. Aircraft flown: Cessna 337 Skymaster, Cessna L-19 / O-1 Bird Dog, Partenavia P.68 Victor, Piper PA-44 Seminole, Piper PA-30 Twin Comanche, Avions Pierre Robin DR400, Stinson L-5 Sentinel. Member, Italian Team, World Gliding Championships 2001. 2,000 total airplane hours flown. 1,000 total glider hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Captain Hadi Rizvi – Commercial airline pilot with PIA (Pakistan International Airlines) for 21 years. Aircraft flown: Boeing 737, 747; Airbus A310, Fokker F27 Friendship. 13,000 total commercial hours flown. Former Fighter Pilot, Pakistan Air Force. 22-year career. As part of duties attended Aircraft Accident Investigation courses. Aircraft flown: North American F-86F/E Sabre fighter, Northrup F-5 fighter, Dassault Mirage III fighter, Mirage IV bomber; Mikoyan-Gurevich MiG-15, MiG-19, North American T-6G Texan, Lockheed T-33 Shooting Star (aka T-Bird), Cessna T-37 Dragonfly "Tweet". 3,500 total military hours flown. 43-year total aviation career.



Capt. Hadi Rizvi

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Mik Eriksson
No photo available

Mik Eriksson – Professional pilot (Denmark). Aircraft flown: Piper PA-18, PA-22, PA-28; Cessna 172, 177; Best Off Skyranger, Bellanca tailwheel. 225 total professional pilot hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Capt. Timothy Self
No photo available

Capt. Timothy Self – FAA certified airline transport pilot and flight engineer with LearJet, Japan Airlines, and Omni Air International. Also FAA certified Flight Engineer, Flight Instructor, and Airframe and Powerplant Mechanic. Retired U.S. Air Force Simulator Instructor. Aircraft flown: Lockheed C-141 Starlifter, McDonnell Douglas DC-10, LearJet. 6,500 total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Capt. Claude Sourzac – Commercial airline pilot. Aircraft flown:

Capt. Claude Sourzac
No photo available

Boeing 737, 747, Business Jet; Douglas DC-3; Fokker F27 Friendship. 21,000+ total hours flown.

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Capt. Ed Parise
No photo available

Capt. Ed Parise – Retired commercial airline pilot, flying for TWA. Aircraft flown: Boeing 707, 720, 727, 747, 767, Lockheed L-1011, McDonnell Douglas DC-9, Cessna 500 Citation. Former U.S. Navy Fighter Pilot. Aircraft flown: McDonnell Douglas F-4 Phantom, Douglas A-4 Skyhawk, Vought F-8 Crusader, Grumman F-9 Cougar, Lockheed P-2 Neptune, Grumman S-2 Tracker. 10,000+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Bob Price
No photo available

Bob Price – FAA certified commercial pilot. Aircraft flown: American General AG-5B Tiger, Cessna 172 RG.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Christian Österdahl
No photo available

Christian Österdahl – Commercial airline pilot flying for Easyjet. Aircraft flown: Boeing 737NG, Airbus A319, A320. 2,300+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one

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Steve Orr
No photo available

Steve Orr – Retired commercial airline pilot, Eastern Airlines. Aircraft flown: Boeing 727, Airbus A300. Former U.S. Navy fighter pilot. Aircraft flown: McDonnell Douglas F-4 Phantom. 25-year aviation career.

- **Statement in support of Architects and Engineers petition:**

"I have been researching the events of 9/11 intensely for about 2 months now. I have analyzed the events from 3 different perspectives.

1. As a U.S. Navy fighter pilot, having served on alert on the pad at Key West, Florida. We could be in the air and at full afterburner speed in 5 minutes or less on course to an invading Cuban Mig-21.

Where were the Air Force F-15s on 9/11? There was an abundance of time after each hijacking to intercept and possibly shoot down each airliner.

2. As an airline pilot trained for hijackings in the 1970s when there were dozens of them, including aircraft of Eastern Airlines, I know that awareness of hijackings by the FAA and subsequently the pilots on alert, happens within 2-3 minutes of the event. Where were the F-15s?

3. As an attorney, trained to gather and evaluate evidence, I know that the official 9/11 government reports are impossible to believe." <http://www.ae911truth.org>

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Major Jon I. Fox
No photo available

Major Jon I. Fox, U.S. Marine Corps – Retired commercial airline pilot, Continental Airlines. Aircraft flown: Boeing 727, McDonnell Douglas DC-10, LearJet. Former Marine Corps fighter pilot, including interceptor pilot. 35-year commercial aviation career.

- **Statement to this website 6/3/08:**

"Recent research proves that explosives were used at the World Trade Center. Flight paths and maneuvers of the aircraft involved at the Pentagon and Shanksville do not match NTSB released flight data recordings. Shouldn't there be a criminal investigation before more lives and trillions of dollars are wasted?"

- **Statement in support of Architects and Engineers petition:**

"On hearing the military (NORAD/NEAD) excuses for no intercepts on 9/11/2001, I knew from personal experience that they were lying. I then began re-checking other evidence and found mostly more lies from the "official spokesmen". Jet fuel fires at atmospheric pressure do not get hot enough to weaken steel. Structures do not collapse through themselves in free fall time with only gravity as the powering force."

<http://www.ae911truth.org>

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years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

Capt. Colin McHattie
No photo available

Capt. Colin McHattie – Commercial airline pilot for Cathay Pacific Airways with over 20 years experience. Aircraft flown: Boeing 747 and Lockheed L-1011.

- **Article *The Portugal News* 8/10/02:** "In an interview with The News, Captain Colin McHattie, a pilot with over 20 years experience, and who between flights resides with his family at their home in the Algarve, gave his personal opinion on the inquiry's findings.

Captain McHattie, who flies for Cathay Pacific Airlines, said that it was very unlikely that the pilots concerned were in fact in control of their aircraft. He agreed with the report's comments that even if the flight crews had guns held to their heads, there was no way they would have deliberately flown directly into the Twin Towers. "Human nature takes over, and in any case, even if you knew you were going to die, you would ditch the aircraft as far away as possible from residential or commercial districts." ...

Captain McHattie also commented on the failure of the hijacked pilots to punch a four-digit alarm code into the airliners' transponder units. This would have immediately warned ground control of any hijacking.

He confirmed that in the highly unlikely event that the hijackers would have been capable of shutting down the transponders, there was in fact another simple procedure by which the crews could have warned ground control - a procedure he chose not to elaborate on. The absence of any distress calls from the airliners was indeed puzzling." <http://s3.amazonaws.com/>
Original article (requires subscription) <http://www.the-news.net>

Capt. Kent Hill
No photo available

Capt. Kent Hill, U.S. Navy – Retired commercial airline pilot for American Airlines. 30 year commercial aviation career. Former U.S. Navy combat fighter pilot. Graduate of U.S. Naval Academy. Aircraft flown: McDonnell Douglas F-4 Phantom.

- **Article *The Portugal News* 8/3/02:** "A further question raised by the inquiry was why none of the pilots concerned had alerted ground control. It stated that all pilots are trained to punch a four-digit code into the flight control's transponder to warn ground control crews of a hijacking - but this did not happen.

During the press conference Captain Hill maintained that the four airliners must have been choreographed by an Airborne Warning and Control System (AWACS). This system can engage several aircraft simultaneously by knocking out their on-board flight controls. He said that all the evidence points to the fact that the pilots and their crews had not taken any evasive action to resist the supposed hijackers. They had not attempted any sudden changes in flight path or nose-dive procedures - which led him to believe that they had no control over their aircraft."

<http://www.prisonplanet.com>

Original article (requires subscription): <http://www.the-news.net>

- **Article by Col Donn de Grand Pre:** "The other [pilot], Kent Hill, who lives with his wife, Carol, on a farm close to mine, is an American Airlines captain assigned to the European route. He was a lifelong friend of "Chic" Burlingame, They were graduates of the Naval Academy and flew F-4 Phantoms in Vietnam. Both left the Navy 28 years ago and joined American Airlines. Both planned to retire in 2002. Chic was the captain of AA flight 77, a Boeing 757, which departed Washington Dulles for Los Angeles at 8: 10 am on 11 September, with 58 passengers and a crew of 6. Flight 77 crashed into the Pentagon at 9:41 am.

"We were totally trained on the old type of hijack," Capt Hill said, "where you treat the hijacker cordially, punch a 4-digit code into your transponder to alert ground control you're being hijacked, and then get him where he wants to go, set the plane safely on the ground and let them deal with it on the ground. However, this is a totally new situation... Not one of the planes alerted ground control that they were being hijacked." How come?

"The fact is, all the transponders were turned off on the doomed flights virtually at the same time." Look at their departure times -- two from Logan (Boston), one from Newark, another from Dulles (Washington DC) -- all between 8 am and 8:15.

"Shortly after climb-out to flight level, their transponders are deactivated.. (they are no longer a blip on the radar screens). This is something that really needs to be looked into. The only reason we turn them off is so they don't interfere with ground systems when we land."

(Note: Transponders identify a particular aircraft in flight on the radar screens of FAA flight controllers located throughout the country. Various codes are punched into the transponder, one displaying, "I am being hijacked.") ...

He is convinced none of the pilots had control of their aircraft when they were flown into the World Trade Center and the Pentagon. The question then becomes, who was really in control?

"Even if I had a gun at my head, I'd never fly a plane into a building. I'd try to put it in anywhere -- a field or a river -- and I'd be scaring the hell out of them (the hijackers) by flying upside down first," Hill said.

In fact, the pilot has the best weapon in his hand when threatened with imminent death by a hijacker, namely, the airplane." <http://www.geocities.com/mknemesis/colonels.html>

Capt. Thomas Deatherage – Former commercial airline pilot. Aircraft flown: Boeing 737, 747. Certified Flight Instructor (single and multi-engine and instrument). 9,000+ total hours flown.

Capt. Thomas Deatherage
No photo available

- **Statement in support of Architects and Engineers petition:**
"I am so happy that a professional organization is finally trying to dig up the truth!"

I am a former airline captain with over 9,000 flight hours, Captain on both the Boeing 747-400 and 737- 300.

After viewing many posted videos on "Youtube" I can tell you without hesitation that clearly aircraft # 2 B-767 - was radio controlled into the building – Tower 2. The "pod" mounted on the bottom of the aircraft, is manufactured by "Martin Marietta" Corporation in Los Angeles.

The pod has been used extensively by the USAF for outfitting drone aircraft for over 22 years, and you can clearly see it in (4) of the amateur videos- just before impact, with tower # 2.

Also, I would like to find an "insider" "A and P" mechanic at both United and America to cross reference the A/C serial number of flight 77 and 93. I guarantee that they change the "N" issued tail number. However, one could trace and find this original A/C, from an insider employee, at these companies- leading to the smoking gun these aircraft were not destroyed.

Lastly, I was based at Cincinnati airport-which is where both aircraft flew to, and where: NASA AMES is located, and where all passengers were off-loaded before they were 'eliminated'."

<http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

- **Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

Capt. Paul Ashley Trood – Commercial airline pilot, Qantas Airways.

Capt. Paul Ashley Trood
No photo available

Aircraft flown: Boeing 737-800/400. 18,000+ total hours flown in his 30+ year aviation career.

- **Statement in support of Architects and Engineers petition:**

"I have no technical knowledge of building construction or demolition techniques, but as an airline Captain with 30 years of flying I have a very analytical mind that has been trained to look at all the evidence in an incident or problematic situation before acting. When I apply this to 9/11, I see far too many inconsistencies in the official investigation to believe that it is completely factual.

There are just too many unanswered areas in the official report for it to be credible. The hard questions have not been asked or addressed adequately. It appears that the laws of physics were somehow bent on that fateful day, which we all know is impossible." <http://www.ae911truth.org>

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- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

John Bell – Commercial airline transport pilot. Flight Engineer -

John Bell
No photo available

Turbojets. FAA certified Flight Instructor. Aircraft flown: Boeing 737, 757, 767; Avions de Transport Regional ATR-42, ATR-72. 15,000+ total hours flown.

- **Statement in support of Architects and Engineers petition:**
"I've seen the films, I side with the engineers. On October [sic] 11th 2001 I flew the LAX red-eye into EWR. It was the last time I saw the World Trade Center. Four days later I stood in a Dunkin' Donuts parking lot, in Cambridge Mass., and watched two fighters refuel from a tanker overheard and thought, things are moving way too fast!" <http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

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Gerald P. New
No photo available

Gerald P. New – Airline transport pilot. FAA certified Flight Instructor and Ground Instructor. Aircraft flown: Piper PA-31-350 Navajo Chieftain. 2,500 total hours flown.

- **Statement in support of Architects and Engineers petition:**
"The evidence is clearly in favor of Controlled Demolition. Now who is behind the collapse? The guilty should be found and prosecuted." <http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe

that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

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Don Childs
No photo available

Don Childs – Retired FAA certified airline pilot. FAA certified airframe and powerplant mechanic. Veteran, U.S. Army, Green Berets. Awarded Purple Heart for injuries and Silver Star for valor in combat in Vietnam.

• **Letter to *The Nation* website 1/17/07:**

"I am an airline pilot, retired after years of flying heavy jets on international routes. During my training I reviewed reports and photographs of thousands of aircraft accidents. I watched live news footage from the Pentagon on 9/11. I recognized immediately that what I saw could not possibly have been an aircraft crash scene.

Where did the energy of 200 tons of mass striking that building go? The roof fell downward when it should have been blown into the next state. It doesn't take a PhD to figure out what any high school physics student could. Nor does it take an airline pilot like myself to notice the minimal damage, lack of aircraft parts, bodies, cargo, baggage, etc. that should be spread out in a 360-degree pattern.

Perhaps the most overlooked aspect of this scene is the U-shaped burn pattern, viewed from above, that extends through all five Pentagon segments and has two 90-degree turns. As a Vietnam Special Forces vet I'd suggest the possibility of faulty explosives that fizzled and burned rather than exploding."

<http://www.thenation.com/doc/20070205/letter>

- **Signatory: [Pilots for 9/11 Truth](#) petition to U.S. Congress calling for a new investigation of 9/11:**

"There are many Americans who feel that there are too many unanswered questions regarding the events of 9/11. We request that the investigation be reopened.

We feel that the 9/11 Commission did not go far enough, nor ask the tough questions necessary to get to the truth. We are requesting the investigation be reopened and that the mission this time be to find the truth, the whole truth, with no stone left unturned. ... " <http://www.petitiononline.com/911dvds>

Rick Martin
No photo available

Rick Martin – FAA certified airline transport pilot. FAA certified Flight Engineer for turbojets. Aircraft flown: Boeing 737, 757, 767, and McDonnell Douglas MD-11.

- **Letter to *The Nation* website 1/17/07:**

"On 9/11, I was a senior pilot for a major airline. Prior to that time, I spent six years as a captain on the B-767/757. I watched the second airplane hit the World Trade Center on television. All my instincts told me something was wrong with the official explanation. I still read everything I can find about the events of that day in an attempt to find some truth that satisfies my misgivings. I have found many authors who seem legitimate and who raise questions that need to be answered. Others are so outlandish as to appear to be spreading disinformation. Until there is a very open investigation with the world as its witness, nothing will be resolved. The implications of 9/11 are huge. As it is, our society may never recover from all the lies and disinformation and structural changes to our governance that have been made in its name."

<http://www.thenation.com/doc/20070205/letter>

Patrick Deegan
No photo available

Patrick Deegan – FAA certified commercial airline pilot. Aircraft flown: Boeing 737, Embraer EMB-145, ERJ-170, ERJ-190. FAA certified Flight Instructor (single engine and instrument).

- **Statement in support of Architects and Engineers petition:**

"Unacceptable, clearly biased investigation by the federal agencies in charge." <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore

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Jim Mustanich
No photo available

Jim Mustanich – Retired commercial airline pilot for United Air Lines, American International Airlines, Air Pacific Airlines, West Air Airlines. 20,000+ total hours flown. Aircraft flown: Boeing 727 and 737, McDonnell Douglas DC-9 and MD-80. Typed in Cessna 500 Citation, de Havilland Canada DHC-7, Embraer EMB 110 Bandeirante, British Aerospace BA-3100 Jetstream, Cessna Citations. Factory demo pilot for Cessna Citations.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
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John C. Holden
No photo available

John C. Holden – Retired commercial airline pilot, flying for American Airlines. Aircraft flown: Boeing 727, 757, 767, McDonnell Douglas DC-9. FAA certified Flight Engineer for turbojets and turboprops and Flight Instructor and Ground Instructor.

- **Signatory: Vermont petition requesting a reinvestigation of 9/11:**

"We, the undersigned Vermonters, hereby call for a new, truly independent, and rigorous investigation to uncover the truth surrounding the events of September 11, 2001. We believe that the official story is highly problematic and that a full inquiry into its many contradictions, omissions, and distortions, and those of the 9/11 Commission Report, is warranted."

<http://www.vt911.org/Investigation%20Supporters.htm>

Capt. Keith West
No photo available

Capt. Keith West – Retired commercial airline pilot for Continental Airlines. 20,000+ total hours flown. Aircraft flown: Boeing 737, McDonnell Douglas MD-80, LearJet.

- **Member: [Pilots for 9/11 Truth](#)** Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Capt. Pieter Lathuy
No photo available

Capt. Pieter Lathuy – Commercial airline pilot for Emirates Airline. Aircraft flown: Airbus A330/A340. Former Fighter Pilot, Belgian Air Force. Aircraft flown: General Dynamics / Lockheed Martin F-16 Fighting Falcon.

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Christina Merrick
No photo available

Christina Merrick – Commercial airline pilot for Eastern Airlines and ValuJet. 12,000+ total hours flown. Aircraft flown: Boeing 727, McDonnell Douglas DC-9, North American SNJ-5 Texan (T-6) and Navion, and Bellanca Viking. Advanced flight instructor. Consultant for AOPA Legal Attorneys. Fellow Pilot and Friend of Captain Candi Chamberlain Kubeck ValuJet flight 592, brought down in the Everglades May 1996.

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John Panarelli
No photo available

John Panarelli – Commercial airline pilot for Eastern Metro, Braniff, Ryan International, Emery Worldwide, Polar Air Cargo. ATP. Aircraft flown: Boeing 737 and 747, McDonnell Douglas DC-8 and DC-10, and Lockheed L-300 Starlifter (C-141 A/B). 11,000+ total hours flown. Former U.S. Air Force instructor pilot for Lockheed C-141 A/B. Friend and fellow aviator of John Ogonowski, who was Captain of American Flight 11.

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Dennis Spear
No photo available

Dennis Spear, U.S. Army (ret) – Commercial pilot. Retired U.S. Army Aviator. 20+ year career. 7,000+ total hours flown in a variety of fixed and rotary wing aircraft; C-23 Sherpa, de Havilland C-7 Caribou, Beechcraft U-21 Ute, Beechcraft U-8 Seminole, North American Rockwell T-39 Sabreliner, Sikorsky EH-60 and UH-60 Black Hawk Helicopter, Bell UH-1 Iroquois "Huey" Helicopter, Bell OH-58 Kiowa Helicopter. Instrument Flight Examiner. Fixed Wing Instructor Pilot. H-60 Maintenance Test Pilot. Operations Officer. Aviation Safety Officer. FAA certified commercial pilot - ASMEI, Rotorcraft Helicopter, Instrument Airplane/Helicopter

- **Statement in support of Architects and Engineers petition:**

"In terms of Psychological effect, the aviation analogy would be: 9/11 was like a "cabin pressurization emergency," sucking the

oxygen from our brains. AE911truth is like the oxygen mask hanging from the ceiling. Put it on and *Breathe!*"

<http://www.ae911truth.org>

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Jacob Moncrief
No photo available

Jacob Moncrief – Commercial airline pilot for ExpressJet Airlines.

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William Reyes
No photo available

William Reyes – Commercial pilot. Flight instructor. Former U.S. Navy officer. 1,300 hours flight time.

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Ronald E. Larsen, PhD
No photo available

Ronald E. Larsen, PhD Applied Physics and Materials Science – FAA certified commercial pilot. Licensed since 1968. Aircraft flown: Beechcraft, Mooney, Cessna and Piper A/C. 900+ total hours flown. Publisher/Editor of [LibertyCalling.com](#) since 2002. Host of the Liberty Calling Beacon live radio program. Broadcaster since 1950.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Bio:** <http://libertycalling.com/bioron.htm>

Capt. Donald D. Halpenny
No photo available

Capt. Donald D. Halpenny – Retired commercial airline pilot. Flew for American Airlines, TWA, and Ozark Airlines. FAA certified Flight Instructor, Ground Instructor, and Airframe and Powerplant Mechanic. Aircraft flown: Boeing 727, McDonnell Douglas DC-9.

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J. Randall Reinhardt, JD – FAA certified commercial airline pilot. FAA certified Flight and Ground Instructor. Attorney. 30 years experience practicing trial law, with a concentration in aviation related

J. Randall Reinhardt, JD No photo available	litigation and aircraft accident investigation. Former FAA Accident Prevention Specialist. Former Member, U.S. Unlimited Aerobatic Team with unrestricted aerobatic waiver. Flying since 1961. 8,000+ total hours flown. • Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
Richard Kleiner No photo available	Richard Kleiner – Retired commercial airline pilot. FAA certified Flight Instructor. Aircraft flown: Boeing 707, 717, 720, 727. Lockheed L-49, L-1329. British Aerospace BAe-125 (Hawker Siddeley HS-125). Martin 202, 404. 6800+ total hours flown. • Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
Ralph C. (Ted) Bohne III No photo available	Ralph C. (Ted) Bohne III – FAA certified commercial pilot for both helicopter and airplane (single-engine, multi-engine, instrument, land, and sea). 2000+ total hours flown. • Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
Michael Masters No photo available	Michael Masters – Commercial airline pilot. FAA certified Flight Instructor. Experience includes air taxi, commercial operations, and air ambulance. Aircraft flown: King Airs 90, 100, and 200. 5,000+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Mathias Frey
No photo available

Mathias Frey – Commercial pilot (Switzerland). Aircraft flown: Cessna 340 and 402. CPL/IR, ATPL "frozen" 500 hours flight time. 5,000+ hours on ASTRAS, INTRAS and TOSIM, ATC Simulation. Assistant JAR OPS Transition Air Engiadina. Project Manager Air Alps Aviation

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Donald R. Parchman
No photo available

Donald Raymond Parchman, BA – Retired commercial airline pilot for major airlines. Type Ratings: Boeing 707, 720, 737, 757, 767. Airbus A320. British Aircraft BA-111. Cessna Citation CE-500. McDonnell Douglas DC-9. Israel Aircraft IA-JET. Former U.S. Air Force Pilot. Former corporate pilot.

- **Statement in support of Architects and Engineers petition:** "The total collapse of WTC's 1, 2 & 7 appear to be controlled demolitions. We need a new and independent investigation. Please consider this high resolution photo of ground zero and the footprint of WTC #7 as evidence. <http://www.hybrideb.com>" <http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

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Mike Rieker, MS CS
No photo available

Mike Rieker, MS CS – FAA certified airline transport pilot and commercial helicopter pilot. FAA certified Flight Instructor (Single Engine Airplane, Instrument, Helicopter). Senior Software Engineer.

- **Statement in support of Architects and Engineers petition:** "I think you have a good case. First, the molten metal argument, to me, is the strongest argument, i.e, what was present to heat the metal to the required temperature? Second is the WTC 7 collapse, as the claim of the airliner impact can't be made." <http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

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Capt. Christopher M. Woodham, U.S. Air Force – Former U.S. Air Force pilot. Awarded the Aerial Achievement Medal and Air Force Commendation Medal with 2 oak leaf clusters. 10 years of service. Aircraft flown: Cessna T-37 Dragonfly "Tweet", Raytheon/Beechcraft T-6 Texan II. Helicopters: Bell TH-67 Creek (Bell 206B-3 JetRanger III),

Capt. Christopher M. Woodham
No photo available

Bell UH-1 N Iroquois "Huey". FAA certified commercial single and multiengine airplane and helicopter pilot. BS degree in Aviation Maintenance Management, Embry-Riddle University.

- **Statement in support of Architects and Engineers petition:**

"I became interested in 9/11 truth after being stationed here in D.C. late in 2003. I watched the official released NTSB graphical description of the flight recorder tapes. Then I read the 9/11 Commission Report and compared the pictures in the report to the angle of the airliner hitting the Pentagon from the flight data recorder and saw that these were contradictory to each other, so I started my own investigation.

The helicopter VFR routes run right by the side of the Pentagon that was hit. There are cameras in that area that will show what hit the Pentagon. Why has the FBI or government not released those tapes after six years?

I have concluded that an independent investigation is needed.

I will include this disclaimer that this is not the official position of the Air Force or U.S. military. I am not a Public Relations Representative of the Air Force. I swore and oath to protect the U.S. Constitution from all enemies foreign or domestic. This event makes me concerned about the future."

<http://www.ae911truth.org>

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Max J. Mizejewski – FAA certified commercial airplane and helicopter pilot. Retired U.S. Army helicopter pilot. Viet Nam combat veteran.

Max J. Mizejewski
No photo available

- **Member:** [Scholars for 9/11 Truth](#) Association Statement:
"Research proves the current administration has been dishonest about what happened in New York and Washington, D.C. The World Trade Center was almost certainly brought down by controlled demolitions and that the available relevant evidence casts grave doubt on the government's official story about the attack on the Pentagon."

Lorin Johnson
No photo available

Lorin Johnson – FAA certified commercial helicopter pilot and certified Helicopter Flight Instructor.

- **Statement in support of Architects and Engineers petition:**

"Simple observation of the collapsing event combined with the world situation events, then tempered with technical observation and knowledge leads one to ask for or demand an unbiased investigation." <http://www.ae911truth.org>

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Daniel Davis, JD
No photo available

Daniel Davis, JD – FAA certified commercial pilot and Experimental Aircraft Builder. Practicing Attorney. Oil and gas wildcatter.

- **Statement in support of Architects and Engineers petition:**

"9-11 was an inside job. Globalists are in control and need to be stopped now!" <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

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Walter L. Myers
No photo available

Walter L. Myers – FAA certified commercial pilot and Flight Instructor. Retired Engineer and Project Manager, having served as Instructor and Systems Test Engineer at Aberdeen Proving Grounds, Maryland. Division Chief in the U.S. Army's Chaparral/Vulcan surface-to-air missile Project Manager's office, Washington, D.C. Project Manager's Senior Staff Representative, U.S. Army Air Defense Center and School, Fort Bliss, TX. Chief of the Plans and Programs Division, General's Staff, Lackland Air Force Base, TX. Veteran U.S. Navy. Author of [To Tame a Tyrant](#) (1997).

- **Statement in support of Architects and Engineers petition:** "Available data and the importance of knowing the truth demand a more thorough investigation of the 911 incident."
<http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

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Richard Foote
No photo available

Richard Foote – FAA Licensed Commercial Airline Pilot. FAA Licensed Airframe and Powerplant Mechanic. Experience includes: Corporate Pilot, Director of Maintenance, 135 Check Pilot, Chief Pilot, Director of Operations - Flight Safety. 121 Freight, Commuter, Air Ambulance. Simuflight Trained. US Army Veteran. Aircraft flown: Douglas DC-3; LearJet 24, 25, 35; Lockheed L-188 Electra, Jet Star L-1329 6,8,731,II; Falcon 10, 20, 200, 2000, 50, 900; Gulfstream IV. 17,000+ total hours flown.

- **Signatory:** [Pilots for 9/11 Truth](#) petition to U.S. Congress calling for a new investigation of 9/11:

"There are many Americans who feel that there are too many unanswered questions regarding the events of 9/11. We request that the investigation be reopened.

We feel that the 9/11 Commission did not go far enough, nor ask the tough questions necessary to get to the truth. We are requesting the investigation be reopened and that the mission this time be to find the truth, the whole truth, with no stone left unturned. ... " <http://www.petitiononline.com/911dvds>

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Terry E. Phillips
No photo available

Terry E. Phillips – FAA certified commercial airline pilot. Aircraft flown: Boeing 727, Airbus A320, LearJet, Dassault DA-10 Falcon 10, Cessna Citation CE-500, CE-560. 18,900 total hours flown. 41-year career.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However,

we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

A. Erhard
No photo available

A. Erhard – Senior First Officer Boeing 747-400. German Aerobatic Pilot and Flight Instructor. 5,200 total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

James Beardsley
No photo available

James Beardsley – FAA certified airline transport pilot. FAA certified Flight Instructor, instrument and single and multi-engine airplane.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Jeff Beck
No photo available

Jeff Beck – Commercial pilot.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Timothy Young
No photo available

Timothy Young – Commercial pilot, aircraft owner and aviation business operator for 27 years. Certified Airframe and Powerplant Mechanic. 10,000+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots

throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Richard Sinnott
No photo available

Richard Sinnott – Airline transport pilot. FAA certified commercial airplane and helicopter pilot. FAA certified Flight Instructor for helicopter and single, multi-engine, and instrument airplane and Ground Instructor (advanced and instrument). Veteran, U.S. Army helicopter ambulance unit, Viet Nam.

- **Statement in support of Architects and Engineers petition:**

"Thank you for such a rational explanation. Anybody that cannot understand what happened here is experiencing cognitive dissonance.

It's a shame that the republic will end thusly."

<http://www.ae911truth.org>

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Robin Cooper – FAA certified commercial pilot - rotorcraft (helicopter). FAA Certified Flight Instructor - Rotorcraft (Helicopter). 1,500+ hours flown in helicopter. 100+ total hours flown in fixed wing. Instrument

Robin Cooper
No photo available

fixed wing. High performance/complex sign off fixed wing. 6 years aviation experience.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Capt. Garry Bonnett
No photo available

Capt. Garry Bonnett – Commercial airline pilot. Captain on Airbus A320 series working for a British airline for the past 20 years. 11,500+ total hours flown, over 8,000 in command on commercial jets and approximately 3,000 hours on Boeing 737 and 5,000 hours on Airbus. Served as copilot on DC9. CAA Licensed Engineer Qualified to certify all piston engine aircraft on the UK Register and also the DC9.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

David DeSantis
No photo available

David DeSantis – FAA certified commercial pilot, single and multi-engine. Airline Transport Pilot written completed. FAA certified Flight Instructor Single and Multi Engine and Instrument. Aircraft Flown: Cessna 150, 152, 170, 172, 182, 500 Citation; Piper J-3, PA-28, PA-44, PA-46; Pitts S-2B; Cirrus SR20, SR22; Bombardier CRJ training, Schweizer SGS 2-33 Glider. 1,200+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Capt. Dan Hanley – Commercial airline pilot. Captain Boeing 777, flying for United Airlines. Former U.S. Navy Aviator, flying P-3C Orion. Aircraft flown: Boeing 737, 777; Airbus A320; Lockheed L-188 Electra.

Capt. Dan Hanley
No photo available

20,000+ total hours flown. Website: <http://www.airline-whistleblowers.org> Blog: <http://www.airline-whistleblower.com/>

- **Personal statement of support for Pilots for 9/11 Truth:**

"Thanks for the honor of joining the elite ranks of Pilots for 9/11 Truth!"

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Max Guiley, MBA
No photo available

Max Guiley, MBA – FAA certified airline transport pilot. Former U.S. Navy Jet Aviator. Former Aviation Underwriter for U.S.A.I.G. 5,200+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Chris Rockhold
No photo available

Chris Rockhold – FAA certified airline transport pilot, flying for Empire Airlines. FAA Certified Flight and Ground Instructor. Graduate of Embry-Riddle Aeronautical University. Aircraft flown: Cessna C206, C207, C208, C402 Businessliner, C404 Titan. 6,000+ total hours flown

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Glenn Hoeft – Commercial airline pilot, flying for NorthWest, Delta, and Eastern Airlines and also Lockheed Martin. Former U.S. Navy and U.S. Naval Reserve Pilot. Commercial Aircraft flown: Boeing 727(100

Glenn Hoeft
No photo available

& 200), 747(400), 757(200 & 300), 767; Lockheed LR-24, 25, 35, L-188 Electra. Military Aircraft flown: Lockheed P-3 Orion; Beech King Air B200. 18,800+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Richard (Rick) DaCosta
No photo available

Richard (Rick) DaCosta – Commercial airline pilot and flight engineer for United Airline. U.S. Naval Reserves. Co-pilot on Boeing 727, 747 and Lockheed L-1888 Electra. 15,000+ total hours flown.

- **Personal statement of support for Pilots for 9/11 Truth:**

"I've been a disbeliever of the 9/11 official government story since 2002 after studying the facts. We must continue striving to protect and keep our Constitution intact from all of the subsequent attacks after 9/11. We know who they (the elite) are now and we know what they are planning. Heads up! Cover our sixes!"

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Mac Rogers
No photo available

Mac Rogers – Airline transport pilot flying for Delta Airline. U.S. Air Force and U.S. Air Force Reserves Pilot. Commercial aircraft flown: Captain on Boeing 727, 737, 757, 767 and McDonnell Douglas MD-11. First officer on McDonnell Douglas DC-9; Boeing 727; Lockheed L-1011. Second Officer on McDonnell Douglas DC-8; Boeing 727; Lockheed L-1011. Military aircraft flown: de Havilland C-7 Caribou, Cessna T-37 Dragonfly "Tweet", A-37 "Super Tweet" T-41 Mescalero, U-3 "Blue Canoe"; Northrup T-38 Talon. Civilian aircraft flown: Cessna 150, 172, 310 and Beachcraft Bonanza. 25.000+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the

reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Jason Jackson
No photo available

Jason Jackson – FAA certified commercial pilot, single and multi engine land, instrument. FAA certified Flight Instructor, single and multi engine land, instrument airplane. 1,550+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Doug Johnson
No photo available

Doug Johnson – Retired commercial airline pilot for American Airlines. Airline academics and simulator instructor. Check Airman. Commercial aircraft flown: Boeing 727, 737; Fokker F100; and McDonnell Douglas DC-10. 24 years of service. 18,000+ total hours flown. Former Pilot, U.S. Army Air Cavalry. Military aircraft flown: Bell AH-1 Cobra, OH-58 Kiowa and UH-1 Iroquois "Huey" helicopters. Also did DOD flying experimentation. Civil Air Patrol aircraft flown: Beechcraft T-34 Mentor, Piper L-4 Grasshopper. Numerous types of light single and multi-engine civilian airplanes flown. Duane Cole Aerobatic Course Grad. Civilian flight and instrument instructor.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Capt. Claude Barnhart, BS, M.Ed
No photo available

Capt. Claude Barnhart, BS, M.Ed – Retired airline transport pilot, flying for FedEx for 22 years. Commercial aircraft flown: Boeing 727. Former U.S. Air Force Pilot and Aircraft Commander. Aircraft flown: Boeing B-52D bomber.

- **Statement in support of Architects and Engineers petition:**

"When I heard Dan Rather say on CBS news that "....this looks like a controlled demolition," I immediately researched "controlled demolition" sites on the Internet. All three WTC buildings that

went down looked exactly like examples of controlled demolitions (videos) that building demolition companies had posted on their websites." <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

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Frank V. Medina, AA
No photo available

Frank V. Medina, AA – FAA certified commercial pilot. Corporate Pilot: Charter, Flight Schools, and State Government. 35 years experience. Aircraft flown: LearJet, LR45.

- **Statement in support of Architects and Engineers petition:**

"Aircraft disintegrate with that type of impact, so the mass of the aircraft would be dispersed. Also, one the aircraft that hit one of the towers seemed to have most of the explosion happen outside, not inside." <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

- **Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

Marc Wilnauer
No photo available

Marc Wilnauer – Commercial pilot flying Airbus 320, 340. 1650+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Donald Berk
No photo available

Donald Berk, MA – FAA certified commercial pilot. FAA certified Flight Instructor. Veteran, U.S. Air Force. 1,500+ total hours flown.

- **Personal statement of support for Pilots for 9/11 Truth:**
"Nothing is more cynical and disdainful of human dignity, the Constitution and the memory of patriotic sacrifice than a false flag operation. The truth of 9/11 must be dug out and publicly displayed."
- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Capt. Perdrisat Michel, MA
No photo available

Capt. Perdrisat Michel, MA – Retired commercial airline pilot. Commercial aircraft flown: McDonnell Douglas DC-9, DC-10, MD-11, MD-80 and Airbus A-320. 15,000+ total hours flown. 27 years of service. Former Swiss Air Force fighter pilot flying Dassault Mirage III fighter.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Richard Wilkinson
No photo available

Richard Wilkinson – Pilot. Plane Builder. AA Fire Control Chief
Aircraft flown: Boeing 707 down to Piper cub. Built or re-built more planes than I can remember. Two are in the Air and Space museum: Leo Loudenslager and Duane Cole and took care of Charlie Hillard's.

- **Personal statement of support for Pilots for 9/11 Truth:**

"I know what a plane and person can and can not do. I shot my TV Sept. 20, 2001. If need to hear lies I choose a cute girl."

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

David T. Helms
No photo available

David T. Helms – FAA certified commercial pilot. FAA Certified Flight Instructor. Air Transport Training International (Lufthansa), Flight Safety International 5,000+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Andre-J. Holbecq
No photo available

Andre-J. Holbecq – Commercial airline pilot flying for Air France. Aircraft flown: Boeing 707, 747; Concorde (from 1987 to 1993); Dassault-Breguet Mystère 20; Sud Aviation SE 210 Caravelle; Gliders. 18,000+ total hours flown.

	• Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
Neil Evangelista No photo available	Neil Evangelista – FAA certified commercial pilot. Total Flight Time: 600+ total hours flown. Veteran, U.S. Air Force. • Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
Capt. Joe St.Clair No photo available	Capt. Joe St.Clair – Commercial airline pilot flying for WestAir and SkyWest. FAA certified Flight and Ground Instructor. Former Army Aviation. Aircraft flown: British Aerospace BA-3100 Jetstream; Embraer EMB 110 Bandeirante, EMB 120 Brasilia; Cessna Citation CE-500. 24,000+ total hours flown. • Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
Michael Joseph Kearns No photo available	Michael Joseph Kearns – Commercial airline pilot. Commercial helicopter pilot. FAA Certified Flight and Ground Instructor. Aircraft flown: LearJet 23, 24; Hawker Siddeley HS-125; Rockwell Aero Commander AC-1121. 7,000+ total hours flown. • Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the

reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Capt. John Cusick
No photo available

Capt. John Cusick – Commerical airline pilot for Capital and United Airline. Commercial aircraft flown: Boeing 727, 737, 757, 767. McDonnell Douglas DC-8 and DC-10. 20,300 total hours flown. U.S. Army veteran.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

MILITARY PILOTS AND AVIATION PROFESSIONALS

(See also numerous military pilots among commercial pilots above)



Capt. Edgar Mitchell, DSc

Capt. Edgar Mitchell, U.S. Navy (ret), BS Industrial Management, BS Aeronautical Engineering, Doctor of Science, Aeronautics and Astronautics from MIT – Pilot and Astronaut. Sixth man to walk on the moon (Apollo 14 mission). Patrol bomber and attack plane pilot, U.S. Navy. Test Pilot, Air Test and Evaluation Squadron 5 (VX-5). Chief of Project Management Division, Navy Field Office for the Manned Orbiting Laboratory Project. Graduated first in his class from the Aerospace Research Pilot School, and served as an instructor there. Recipient of many awards and honors including the Presidential Medal of Freedom, the USN Distinguished Medal and three NASA Group Achievement Awards. Inducted to the Space Hall of Fame in 1979 and the Astronaut Hall of Fame in 1998. Recipient of honorary doctorates in engineering from New Mexico State University, the University of Akron, Carnegie Mellon University, and a ScD from Embry-Riddle University. Founder of the [Institute of Noetic Sciences](#).

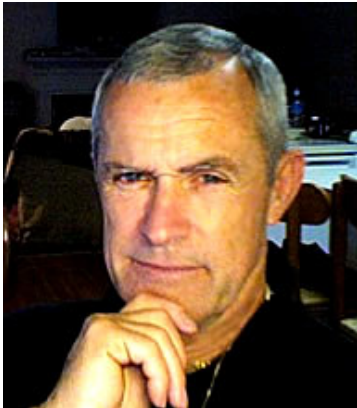
- **Endorser of and proposed Commissioner of a New Investigation into 9/11 as described in the [New York City Ballot Initiative 11/08](#):** "Petition to Create a NYC Independent Commission with Subpoena Power to Conduct a Comprehensive and Fact-Driven Investigation of All Relevant Aspects of the Tragic Events of September 11, 2001 and Issue a Report."

WHEREAS, many New York City voters believe that there remain many unanswered questions critical to establishing the truth about all relevant events leading up to, during and subsequent to the tragic attacks occurring on September 11, 2001 ("9/11"), and

WHEREAS, no prior investigation by any New York City agency or any other governmental entity has resulted in the citizens being provided with those critical answers or information necessary to establish the truth about those tragic events, ...

An independent, temporary New York City commission (the "Commission") is hereby created to conduct a comprehensive, factdriven investigation into the events that took place on 9/11, as well as to thoroughly examine related events before and after the attacks, including any activities attempting to hide, cover up, impede or obstruct any investigation into these 9/11 events, following wherever the facts may lead. The Commission shall publish one or more reports of their findings."

- **Website:** <http://www.edmitchellapollo14.com>



Lt. Col. Shelton F. Lankford

Lt. Col. Shelton F. Lankford, U.S. Marine Corps (ret) – Retired U.S. Marine Corps fighter pilot with over 300 combat missions flown. Decorations include the Distinguished Flying Cross and 32 awards of the Air Medal. Aircraft flown: Douglas A-4 Skyhawk, Lockheed C-130H Hercules. 10,000+ total hours flown. 20-year Marine Corps career.

- **Article *Twenty-five U.S. Military Officers Challenge Official Account of 9/11* 1/14/08:**

"September 11, 2001 seems destined to be the watershed event of our lives and the greatest test for our democracy in our lifetimes. The evidence of government complicity in the lead-up to the events, the failure to respond during the event, and the astounding lack of any meaningful investigation afterwards, as well as the ignoring of evidence turned up by others that renders the official explanation impossible, may signal the end of the American experiment. It has been used to justify all manners of measures to legalize repression at home and as a pretext for behaving as an aggressive empire abroad. Until we demand an independent, honest, and thorough investigation and accountability for those whose action and inaction led to those events and the cover-up, our republic and our Constitution remain in the gravest danger." <http://www.opednews.com>

- **Statement to this website 2/20/07:**

"This isn't about party, it isn't about Bush Bashing. It's about our country, our constitution, and our future. ...

Your countrymen have been murdered and the more you delve into it the more it looks as though they were murdered by our government, who used it as an excuse to murder other people thousands of miles away.

If you ridicule others who have sincere doubts and who know factual information that directly contradicts the official report and who want explanations from those who hold the keys to our government, and have motive, means, and opportunity to pull off a 9/11, but you are too lazy or fearful, or ... to check into the facts yourself, what does that make you? [Scholars for 9/11 truth](#) have developed reams of scientific data. [Michael Ruppert](#) published

an exhaustive account of the case from the viewpoint of a trained investigator. [David Ray Griffin](#) provides a context for the unanswered or badly answered questions that should nag at anyone who pretends to love this country.

Are you afraid that you will learn the truth and you can't handle it? ...

Do a little research. Google is a wonderful tool.

What does it all add up to? The Commission was, as was the Warren Commission before it, a dog and pony show ... " [Link to full statement](#)

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Lt. Col. Robert Bowman, PhD

Lt. Col. Robert Bowman, PhD, U.S. Air Force (ret) – Former U.S. Air Force fighter pilot with over 100 combat missions. Former Head of the Department of Aeronautical Engineering and Assistant Dean at the U.S. Air Force Institute of Technology. (PhD in Aeronautics and Nuclear Engineering, Cal Tech). Director of Advanced Space Programs Development under Presidents Ford and Carter. 22-year Air Force career. Also taught Mathematics and English at the University of Southern California, the University of Maryland, and Phillips University.

- **Member:** [Political Leaders for 9/11 Truth](#) Association Statement:

"Scholars and professionals with various kinds of expertise---including architects, engineers, firefighters, intelligence officers, lawyers, medical professionals, military officers, philosophers, religious leaders, physical scientists, and pilots---have spoken out about radical discrepancies between the official account of the 9/11 attacks and what they, as independent researchers, have learned.

They have established beyond any reasonable doubt that the official account of 9/11 is false and that, therefore, the official "investigations" have really been cover-up operations.

Thus far, however, there has been no response from political leaders in Washington or, for that matter, in other capitals around the world. Our organization, Political Leaders for 9/11 Truth, has been formed to help bring about such a response.

We believe that the truth about 9/11 needs to be exposed now---not in 50 years as a footnote in the history books---so the policies that have been based on the Bush-Cheney administration's

interpretation of the 9/11 attacks can be changed.

We are, therefore, calling for a new, independent investigation of 9/11 that takes account of evidence that has been documented by independent researchers but thus far ignored by governments and the mainstream media."

- **Video 9/11/04:** "A lot of these pieces of information, taken together, prove that the official story, the official conspiracy theory of 9/11 is a bunch of hogwash. It's impossible. ... There's a second group of facts having to do with the cover up. ... Taken together these things prove that high levels of our government don't want us to know what happened and who's responsible....

Who gained from 9/11? Who covered up crucial information about 9/11? And who put out the patently false stories about 9/11 in the first place? When you take those three things together, I think the case is pretty clear that it's highly placed individuals in the administration with all roads passing through Dick Cheney.

I think the very kindest thing that we can say about George W. Bush and all the people in the U.S. Government that have been involved in this massive cover-up, the very kindest thing we can say is that they were aware of impending attacks and let them happen. Now some people will say that's much too kind, however even that is high treason and conspiracy to commit murder." <http://video.go>

- **Signatory:** Petition requesting a reinvestigation of 9/11: "We want truthful answers to question. ... As Americans of conscience, we ask for four things:
 - An immediate investigation by New York Attorney General Eliot Spitzer
 - Immediate investigation in Congressional Hearings.
 - Media attention to scrutinize and investigate the evidence.
 - The formation of a truly independent citizens-based inquiry." <http://www.911truth.org/article>
- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Website:** <http://www.thepatriots.us>

Lt. Col. Guy S. Razer, MS Aeronautical Science, U.S. Air Force (ret) – Retired U.S. Air Force command fighter pilot. Former instructor; U.S. Air Force Fighter Weapons School and NATO's Tactical Leadership Program. As an Air Force weapons effects expert was responsible for wartime tasking of most appropriate



Lt. Col. Guy S. Razer, MS

aircraft/munition for target destruction to include steel and concrete superstructures. Former aeronautical structures flight test engineer with McDonnell Douglas, working on advanced DC-9 autopilot systems and DC-10 flight envelope expansion stress and flutter analysis. Tactical aircraft flown: General Dynamics F-111 Aardvark fighter/bomber, McDonnell Douglas F-15E Strike Eagle, General Dynamics / Lockheed Martin F-16 Fighting Falcon, McDonnell Douglas F-18 Hornet, Boeing B-1 Bomber, MiG-29 (Russian fighter), and Su-22 (Russian fighter/bomber). 3,000+ fighter hours. Combat time over Iraq. 20-year Air Force career.

- **Statement to this website 3/25/07:** "After 4+ years of research since retirement in 2002, I am 100% convinced that the attacks of September 11, 2001 were planned, organized, and committed by treasonous perpetrators that have infiltrated the highest levels of our government. It is now time to take our country back.

The ["collapse" of WTC Building 7](#) shows beyond any doubt that the demolitions were pre-planned. There is simply no way to demolish a 47-story building (on fire) over a coffee break. It is also impossible to report the building's collapse before it happened, [as BBC News did](#), unless it was pre-planned. Further damning evidence is [Larry Silverstein's video taped confession](#) in which he states "they made that decision to pull [WTC 7] and we watched the building collapse." **[Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.]

We cannot let the pursuit of justice fail. Those of us in the military took an oath to "support and defend the Constitution of the United States against all enemies, foreign and domestic". Just because we have retired does not make that oath invalid, so it is not just our responsibility, it is our duty to expose the real perpetrators of 9/11 and bring them to justice, no matter how hard it is, how long it takes, or how much we have to suffer to do it.

We owe it to those who have gone before us who executed that same oath, and who are doing the same thing in Iraq and Afghanistan right now. Those of us who joined the military and faithfully executed orders that were given us had to trust our leaders. The violation and abuse of that trust is not only heinous, but ultimately the most accurate definition of treason!"

- **Member:** [Scholars for 9/11 Truth and Justice](#) Association Statement: "Scholars for 9/11 Truth and Justice is a non-partisan organization consisting of independent researchers and activists engaged in uncovering the true nature of the September 11, 2001 attacks."

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

- **Website:** <http://www.myspace.com/supereagle69>



Maj. Charles E. Dills, PhD

Maj. Charles E. Dills, PhD, U.S. Air Force Reserves (ret) – World War II fighter pilot. 94 combat missions, 522nd Fighter Squadron, 27th Fighter Bomber Group, 12th Tactical Air Force, based in Italy. Aircraft flown: Boeing Stearman PT-17 Kaydet, Vultee BT-13 Valiant, North American T-6 Texan, Curtis P-40 Warhawk, Republic P-47 Thunderbolt, North American A-36A Apache-Invasion, North American P-51 Mustang, Cessna UC-78 Bobcat. Flight instructor in P-40's.

Professor Emeritus of Chemistry, California Polytechnic State University, San Luis Obispo. Co-author of [Laboratory Experiments for Organic Chemistry](#) (1978).

- **Statement in support of Architects and Engineers petition:**

Regarding the World Trade Center building collapses, "Explosive destruction." <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a

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<http://www.ae911truth.org/joinus.php>

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- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Website:** <http://www.charlies-web.com/flying/flying.html>



Capt. Omar Pradhan

Capt. Omar Pradhan, U.S. Air Force – Former AWACS command pilot. Former Flight Instructor, U.S. Air Force Academy. Planes flown: Boeing E-3 Sentry AWACS (militarized Boeing 707-320B). 1,900+ hours flight time (350+ hours of combat air time over Afghanistan and Iraq). 9 years of distinguished Air Force service; Voluntarily Separated (Honorably) in July of 2007 to attend Law School.

- **Statement to this website 8/6/07:** "As a proud American, as a distinguished USAF E-3 AWACS Aircraft Commander (with 350+ hours of combat time logged over Afghanistan and Iraq), and as a former U.S. Air Force Academy Flight Instructor, I warmly endorse the professional inquiry and pursuit of comprehensive truth sought by the [Pilots for 911 Truth](#) organization and the PatriotsQuestion911 website."
- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Capt. Peter Ralph Killian

Capt. Peter Ralph Killian, U.S. Air Force (ret.) – Retired U.S. Air Force officer experienced in B-52 electronic warfare and computer communications. 20-year Air Force career.

- **Statement in support of Architects and Engineers petition:**

"Near free-fall speed collapse definitely does NOT support the publicized story of destruction by aircraft collision and fire alone. We need a thorough investigation by independent experts, using what evidence they can obtain, funded by untainted sources."

<http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

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Jeff Dahlstrom – Former U.S. Air Force pilot. Aircraft flown: Lockheed C-141 Starlifter, Cessna T-37 Dragonfly "Tweet", Northrup T-38 Talon.



- **Statement to this website 9/25/07:** "When 9/11 occurred I bought the entire government and mainstream media story line. I was a lifelong conservative Republican that voted for Bush/Cheney, twice. Curiosity about JFK's death, after a late night TV re-run of Oliver Stone's movie, got me started researching and digging for the truth about his assassins.

My research lead me to a much more important and timely question: the mystery of what really did happen on 9/11. Everything that seemed real, turned out to be false. The US government and the news media, once again, were lying to the world about the real terrorists and the public murder of 2,972 innocents on 9/11.

Jeff Dahlstrom

The "Patriot Act" was actually written prior to 9/11 with the intention of destroying the US Constitution and Bill of Rights. It was passed by Congress, based upon the government's myth of 9/11, which was in reality a staged hoax. 9/11 was scripted and executed by rogue elements of the military, FAA, intelligence, and private contractors working for the US government.

In addition to severely curtailing fundamental rights of Americans, the 9/11 crime was then used by this administration, the one I originally voted for and supported, to justify waging two preemptive wars (and most likely a third war), killing over 4,500 American soldiers, and killing over one million innocent Afghan and Iraqi people.

It was all premeditated.

Treason, a false flag military operation, and betrayal of the trust of the American people were committed on 9/11 by the highest levels of the US government and not one person responsible for the crimes, or the cover-up, has been held accountable for the last six years.

After reading fifteen well researched books, studying eight or nine DVD documentaries, and devoting months of personal research and investigation, I have arrived at one ultimate conclusion: The American government and the US Constitution have been hijacked and subverted by a group of criminals that today are the real terrorists. They are in control of the US government and they have all violated their oaths of office and committed treason against their own citizens.

John F. Kennedy knew what was a similar truth in his day, and his life was snuffed out, prematurely. Had JFK's assassins been brought to justice after that 1963 day in Dealey Plaza, some of the very same perpetrators that orchestrated the 9/11 crimes, almost 37 years later, would be in prison where they belong. Don't let them get away with it, again!"

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Phillip Williams LaZier, MA, MFC – Retired U.S. Air Force fighter pilot, navigator, and bombardier. Awarded Bronze Star for service in Viet Nam. Aircraft flown: McDonnell Douglas F-4C Phantom. Licensed Marriage, Family, and Child Therapist, State of California. 25-year therapist career. Past President, Sacramento Valley Chapter



Phillip Williams LaZier, MA

of the California Association of Marriage and Family Therapists. Past President, Sacramento Veterans Employment Committee.

- **Statement in support of Architects and Engineers petition:**

"Science, common sense prevails. Hundreds of facts counter the government's version of 911. Hundreds of questions remain.

An "inside job", i.e., another Pearl Harbor, Tonkin Gulf, "Remember the Maine", etc, is clearly evident.

I have a Bronze Star for working for a 3 star general in 1969 in Saigon while scheduling (called fragging) multiple air strikes into Cambodia while Nixon was saying we were not striking Cambodia." <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7." <http://www.ae911truth.org/joinus.php>

- **Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

Allen L. Roland, PhD – Former Fighter Pilot, U.S. Navy, serving on the carrier USS Ranger. Currently practicing psychotherapist, author and lecturer who also shares a daily political and social commentary on his [weblog](#) and website allenroland.com. Guest host of the monthly national radio show [TruthTalk](#). Author of [Radical Therapy: Surrender to Love and Heal Yourself in Seven Sessions \(Not Seven Years\)](#) (2002), [The Truth Shall Set Everything Ablaze](#) (1995), [Conscious Love: The Ultimate Energy](#) (1976).

- **Personal Statement:**

"When Pandora's Box is finally fully opened on the deceptions and abuses of power by the Cheney/Bush administration ~ the



Allen L. Roland, PhD

9/11 cover-up will stand alone as the most treasonous act in American history." <http://www.allenroland.com>

- **Signatory: *War Is Illegal* Petition 12/07, which states:**

"Against a background of escalating ecological crises, and the fact that large parts of the world's population are being exposed to extreme poverty, inhuman working conditions and increasing social tensions, the annual global military expenditure has risen to more than 1,000 billion dollars.

The military-industrial complex of just a few G8 countries is responsible for the overwhelming part of this spending, causing incalculable social and ecological consequences.

Unequal distribution of global resources, increasingly controlled by large multinational companies, global debt policy and unfair international trading practices ultimately could not be maintained without military security. In many countries the military is used to repress critical opposition.

The terror attacks of September 11, 2001 are increasingly used to justify systematic surveillance and the dismantling of constitutional rights. [Bold added for emphasis by Editor of this website.] Even European countries have helped to establish Guantanamo-like secret prisons, where torture in all probability takes place.

Iraq was attacked based on falsified evidence causing the death of hundreds of thousands of people, widespread destruction, destabilization and contamination with cancer-causing depleted uranium munitions.

Now plans to attack Iran and the possibility of a new World War have been made public, meeting resistance even from moderate elements within the military due to the unforeseeable consequences.

Faced with the choice between a war, that according to some western leaders, will last for many years or a possible peaceful transformation we support the following demands: ...

International investigation of the September 11, 2001 terror attacks. They are used as the central justification for the "War on Terror", but well documented evidence shows that the official explanation of 9/11 cannot be correct. International personalities in science, politics, and culture, including high-ranking military veterans, have called for a new investigation. [Bold added for emphasis by Editor of this website.] The full text of the petition is available at <http://www.war-is-illegal.org>

- **Website:** <http://www.allenroland.com>



Lt. Col. Jochen Scholz

Lt. Col. Jochen Scholz, German Air Force (ret) (Oberstleutnant der Bundesluftwaffe) – Retired German Air Force and NATO officer. Represented Germany in various NATO committees and multi-national organizations. 38-year Air Force career, of which 12 years were in NATO service, and the final 6 years were with the German Federal Ministry of Defense.

- **Video documentary *Unter Falscher Flagge (Under False Flag)* 12/07:**

Regarding 9/11: "Ultimate responsibility for the so-called "air policing" and for alarming the interceptor pilots, in NATO terminology an "Alpha Scramble" when the planes go up, lies with the North American Air Defense Command NORAD. It is the largest air defense center in the world watching for external as well as internal threats. It has every single mouse on its radar screen.

Among the NATO nations, it is the general rule that within 10 to 15 minutes of the sounding of an alarm, planes have to be in the air. It was exactly this which did not occur for over two hours. Not one single interceptor plane made the attempt to force the [hijacked] planes down or even to investigate or anything else. A story is told that prior to September 11th, 2001, in the same year more than 60 similar operations [air intercepts] were executed without a hitch.

And the smokescreens which have been put up by the official inquiry committee of the Congress that on this day an unbelievable number of exercises by the Air Force had taken place and so everyone had been confused and not able to tell the difference between real life and exercise. That is simply incomprehensible for someone with a background in air defense. Because exercises, with regard to air traffic control and air defense, are always separated from real life in air traffic." English subtitled version: <http://nuoviso.com> Original in German: <http://www.nuoviso.de>

Harry Samit – Former U.S. Navy pilot and Naval Intelligence Officer. Special Agent, FBI, assigned to the FBI Field Office in Minneapolis, Minnesota. He is most noted for arresting Zacarias Moussaoui on August 16, 2001.

- **Associated Press Article *FBI Agent Slams Bosses at Moussaoui Trial* 3/20/06:**

The FBI agent [Harry Samit] who arrested Zacarias Moussaoui in August 2001 testified Monday he spent almost four weeks trying to warn U.S. officials about the radical Islamic student pilot but "criminal negligence" by superiors in Washington thwarted a



Harry Samit

(testifying at the Moussaoui trial
Source: *Agence France-Presse*)

chance to stop the 9/11 attacks. ...

But Samit told MacMahon he couldn't persuade FBI headquarters or the Justice Department to take his fears seriously. No one from Washington called Samit to say this intelligence altered the picture the agent had been painting since Aug. 18 in a running battle with Maltbie and Maltbie's boss, David Frasca, chief of the radical fundamentalist unit at headquarters.

...

Under questioning from MacMahon, Samit acknowledged that he had told the Justice Department inspector general that "obstructionism, criminal negligence and careerism" on the part of FBI headquarters officials had prevented him from getting a warrant that would have revealed more about Moussaoui's associates. He said that opposition blocked "a serious opportunity to stop the 9/11 attacks." Article archived at <http://www.911truth.org>

- **Washington Post Article *FBI Was Warned About Moussaoui*: 3/21/06:**

"An FBI agent [Harry Samit] who interrogated Zacarias Moussaoui before Sept. 11, 2001, warned his supervisors more than 70 times that Moussaoui was a terrorist and spelled out his suspicions that the al-Qaeda operative was plotting to hijack an airplane, according to federal court testimony yesterday.

[Editor's note: All 70 efforts occurred in the 4 weeks before 9/11.]

Agent Harry Samit told jurors at Moussaoui's death penalty trial that his efforts to secure a warrant to search Moussaoui's belongings were frustrated at every turn by FBI officials he accused of "criminal negligence." Article archived at <http://www.911truth.org>

- **Editor's note:** The 9/11 Commission Report does mention differences of opinion within the FBI about obtaining a warrant to investigate the possessions of Zacarias Moussaoui and a few of Agent Samit's efforts to obtain the warrant are mentioned. However, there is no mention that Agent Samit made 70 frantic efforts in the 4 weeks prior to 9/11 to obtain that warrant. Agent Samit is not mentioned by name in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks,"* however, he is referred to as Harry S. in 3 footnotes. The Commission Report also contains no mention of Agent Samit's allegations of "obstructionism, criminal negligence and careerism" on the part of FBI headquarters officials. See also [Special Agent Colleen Rowley](#) and [Special Agent Robert Wright](#).



Capt. Daniel Davis

Capt. Daniel Davis, U.S. Army – Former U.S. Army Air Defense Officer and NORAD Tac Director. Turbine engineering specialist. Founder and former CEO of Turbine Technology Services Corp., a turbine (jet engine) services and maintenance company (15 years). Former Senior Manager at General Electric Turbine (jet) Engine Division (15 years). Decorated with the Bronze Star and the Soldiers Medal for bravery under fire and the Purple Heart for injuries sustained in Viet Nam. Also served in the Army Air Defense Command as Nike Missile Battery Control Officer for the Chicago-Milwaukee Defense Area. Private pilot.

- **Statement to this website 3/23/07:** "As a former General Electric Turbine engineering specialist and manager and then CEO of a turbine engineering company, I can guarantee that none of the high tech, high temperature alloy engines on any of the four planes that crashed on 9/11 would be completely destroyed, burned, shattered or melted in any crash or fire. Wrecked, yes, but not destroyed. Where are all of those engines, particularly at the Pentagon? If jet powered aircraft crashed on 9/11, those engines, plus wings and tail assembly, would be there.

Additionally, in my experience as an officer in NORAD as a Tactical Director for the Chicago-Milwaukee Air Defense and as a current private pilot, there is no way that an aircraft on instrument flight plans (all commercial flights are IFR) would not be intercepted when they deviate from their flight plan, turn off their transponders, or stop communication with Air Traffic Control. No way! With very bad luck, perhaps one could slip by, but no there's no way all four of them could!

Finally, going over the hill and highway and crashing into the Pentagon right at the wall/ground interface is nearly impossible for even a small slow single engine airplane and no way for a 757. Maybe the best pilot in the world could accomplish that but not these unskilled "terrorists".

Attempts to obscure facts by calling them a "Conspiracy Theory" does not change the truth. It seems, "Something is rotten in the State."

- **Editor's note:** For more information on the impact at the Pentagon, see [General Stubblebine](#), [Colonel Nelson](#), [Commander Muga](#), [Lt. Col. Kwiatkowski](#), [Lt. Col. Latas](#), [Major Rokke](#), [Capt. Wittenberg](#), [Barbara Honegger](#), [April Gallop](#), [Colonel Bunel](#), and [Steve DeChiaro](#).
- **Statement in support of Architects and Engineers petition:**

"The government conspiracy theory does not hold up to scrutiny. As a professional with over 30 years experience working with gas turbines (jet engines) and fuels - kerosene (jet fuel) does not burn in any open flame hot enough to effect steel - well under 1000 deg F. Also bogus are the explanations regarding why no planes were intercepted. SOP [Standard Operating Procedure] is they are always, always intercepted if they stray off course and/or turn off the transponder like these flights all did. No

command decision needed. Has our government ever been untruthful to us?" <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."
<http://www.ae911truth.org/joinus.php>

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Alfons Olszewski

Alfons Olszewski – Former U.S. Army Aircraft Maintenance Crew Chief qualified on Bell AH-1 Cobra and UH-1 Iroquois "Huey" Helicopters, and Hughes OH-6A Cayuse (LOCH) Helicopter. Vietnam Veteran. Co-founder, [Veterans For 9/11 Truth](#).

- **Essay 8/7/06:** "I began the investigation of 9/11 on 9/12/2001, because some of the planes were known Air Emergencies for nearly an hour. I began by going to the FAA, looked up the Chapter on Air Emergencies in the FAA Manual, and based on what was said there, I concluded that NORAD, and or the FAA had not followed the protocols. ...

The Andrews AFB Mission Statement was listed as "The Highest State of Combat Readiness" in the Air National Guard. I book marked the page, and less than a week later the Andrews AFB site was changed, the Mission Statement page was no longer available for viewing. "They" had blocked access to it. A short time later the FAA manual changed as well, and access to the page on Air Emergencies was blocked, and still is to this day. These 2 events made me very suspicious, and with further investigation my suspicions have not only not abated, they have increased to a point where I am no longer suspicious, I am convinced that 9/11 was an inside/outside job. ...

On April 11, 2006 The Veterans for 911 Truth was created by people who met by chance at The Scholars for 911 Truth Forum. They are good people with something in common, they are

people who are patriots, who are champions of truth and justice, who understand that what happened on 9/11, and what has ensued since, is a Coup d'Etat." <http://www.911citizenscourt.com>

- **Co-founder:** [Veterans For 9/11 Truth](#) Association statement:

"Our mission, simply put, is to save the United States of America and to defend it from all enemies, foreign and domestic. To that end, we seek to restore true values, integrity, honesty, and leadership in government at the local, state and national level. We are opposed to tyranny and corruption. We seek to move this Nation from a state of perpetual warfare to a state of prolonged peace and prosperity.

In pursuit of our mission we have initially chosen to present evidence exposing the deception and lies that many in the military/intelligence/industrial/media establishment have been telling Americans and the world since September 11, 2001 concerning the events of that tragic day. Our mission includes seeking, discovering, and presenting evidence revealing the truth about the events of 9/11." <http://www.v911t.org>

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Major Mike McCormack

Major Mike McCormack, U.S. Air Force Auxiliary Patrol – Pilot and Medic; specialist in collapsed infrastructure rescue and hazmat. Arrived at Ground Zero about three hours after both towers had collapsed. He worked throughout the first six days of the rescue effort, until it changed from search and recovery to recovery only. While engaged in this work, he found the World Trade Center towers' flag, which was later displayed at the Olympics. Major McCormack now suffers from respiratory illness and gastro-esophageal reflux disease. He was awarded a Congressional Certificate, a thank you letter from the President, and a commendation from Governor Pataki. He was denied coverage by the September 11th Victim Compensation Fund because it asserted that he had not proved that he was there. Major McCormack is one of the 9/11 responders featured in [Sierra Club Chronicles: Episode 1: 9/11 Forgotten Heroes](#).

- **Endorser of a New Investigation into 9/11 as described in the [New York City Ballot Initiative 11/08](#):** "Petition to Create a NYC Independent Commission with Subpoena Power to Conduct a Comprehensive and Fact-Driven Investigation of All Relevant Aspects of the Tragic Events of September 11, 2001 and Issue a Report.

WHEREAS, many New York City voters believe that there remain

many unanswered questions critical to establishing the truth about all relevant events leading up to, during and subsequent to the tragic attacks occurring on September 11, 2001 ("9/11"), and

WHEREAS, no prior investigation by any New York City agency or any other governmental entity has resulted in the citizens being provided with those critical answers or information necessary to establish the truth about those tragic events, ...

An independent, temporary New York City commission (the "Commission") is hereby created to conduct a comprehensive, factdriven investigation into the events that took place on 9/11, as well as to thoroughly examine related events before and after the attacks, including any activities attempting to hide, cover up, impede or obstruct any investigation into these 9/11 events, following wherever the facts may lead. The Commission shall publish one or more reports of their findings."



Chris Jaramillo

Chris Jaramillo – Former Flight Ops and Squadron Safety Petty Officer, Fleet Logistics Support Squadron VR-56, NAS Norfolk, U.S. Naval Reserves 1977 - 2006. Over 2,000 flight hours as Aircrewman, Load Master/Transportation Safety Specialist, Supporting Joint Operational Support Airlift Center (JOSAC), Squadron Safety Petty Officer, and Flight Operations Petty Officer.

- **Statement in support of Architects and Engineers petition:**

On 9/11: "Tasked with the Navy's NAVSEA Shipyard Wide Area Network (WAN) monitoring while the 9-11 attacks was underway and implemented the military threat protocols immediately after second airliner hit tower two of the World Trade Center. ...

I identify with the documentary testimony of Scott Forbes, Senior Database Administrator Fiduciary Trust - 2001, relating with my own military and systems analyst experience. The issues of building security and conflicting interests of building owners and investment firms are highly suspect, the need of an independent investigation is paramount. Not to mention on the day of the attack, all those in my command center expressed, accountability and execution of these attacks could not occur without the help of an inside intelligence resource." <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade

Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

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Hal Sisson

Hal Sisson (1921 - 2009) – Veteran, Royal Canadian Air Force, World War II; armourer in #135 Hurricane Fighter Squadron in Alaska and #442 Sunderland Flying boat Squadron in Ireland and Wales. Retired lawyer (Q.C.), activist, acclaimed author, and former stand-up comic. Co-author [Modus Operandi 9/11](#) (2007), [Coots, Codgers and Curmudgeons](#) (1994). Author of [The Big Bamboozle: A Burlesque Novel](#) (1999), [Caverns of the Cross](#) (2002), [A Fowler View of Life](#) (2002), [Maquiladora Mayhem](#) (2003), and many others.

- **Video of presentation 9/11 for Whose Benefit? 11/6/2007:**

"The U.S. government conspiracy theory is, by far, the least probable of any explanation of how or why the Trade Towers collapsed." Part 1 of 5: <http://video.google.ca>

- **Signatory: Lawyers for 9/11 Truth petition requesting a reinvestigation of 9/11:**

"Lawyers are trained to value the Constitution and the rule of law.

We are trained to examine evidence and to spot cover-ups or inconsistencies in the evidence and bias in witnesses or decision-makers.

Attorneys are also experts in weighing conflicting evidence.

For all of the above reasons, many lawyers have concluded that the 9/11 Commission and other government examinations were wholly inadequate, and did not follow proper rules of evidence or procedure.

We are demanding an end to the 9/11 cover-up, and a full investigation by unbiased people with subpoena power ... and the courage to demand that the Constitution and rule of law are followed, and all guilty persons held accountable for their actions.

The following legal scholars, judges and attorneys demand an end to the 9/11 cover-up, a new, full and unbiased investigation, and punishment of all guilty parties." <http://www.l911t.com>

- **Bio:** <http://www.halsisson.ca>



MSgt Robert C. Marshall

MSgt Robert C. Marshall, U.S. Air Force (ret) – Retired U.S. Air Force Combat Photographer / Photojournalist

- **Statement in support of Architects and Engineers petition:**

"I started my career as an Aerial Reconnaissance Photographer / Photo Lab Technician and some image interpreting experience. I later became a U.S. Air Force Combat Photographer / Photojournalist. During this time I did assignments throughout the Nellis/Tonopah Range sites which included the real Area 51 and its assets throughout the United States. Numerous R&D projects and assignments involving controlled demolitions, bomb tests, before and after documentations of explosives-delivery devices on structures; aircraft crashed, both real-world, and controlled; static, controlled building demolitions tests, etc, etc, etc. I then retired after the Gulf War in 1991.

From my experience, I know without a doubt that aircraft impacts could only have done critical, but survivable damage to the towers -- they were built specifically to survive such an impact. The fuel was expended during the initial 15-to-30 minutes after the crashes--you can tell from the bellowing smoke -- the flames were not hot enough to melt the superstructure (another design necessity). These buildings were "Pulled" using controlled, sequential, compound detonations." <http://www.ae911truth.org>

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Patrick Peace, BA – Retired Air Traffic Controller. U.S. Air Force veteran.



Patrick Peace, BA

- **Statement in support of Architects and Engineers petition:**

"I don't believe 2 aircraft could cause the complete and perfect collapse of 3 buildings that size. The government narrative doesn't ring true?." <http://www.ae911truth.org>

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Fredrick W. Harvey

Fredrick W. Harvey – Pilot. Awarded Silver Star, Bronze Star, and three Purple Hearts for service in Viet Nam.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Traci Parris – Former U.S. Air Force jet engine mechanic. 11-year Air Force career. Former aircraft mechanic. Former aircraft assembly supervisor. Currently working in Product Support Engineering for F-16 Fighting Falcon.



Traci Parris

- **Statement in support of Architects and Engineers petition:**
"To accept the fact that 9/11 was an inside job turns one's life-long beliefs upside down and causes a person to question so many aspects of our own government. One comes to a point of realization that it is not Republican Vs Democrats, but good versus evil (with many evil and a very few good on each side)."
<http://www.ae911truth.org>

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- **Signatory of Petition of Solidarity to the Attorney General of New York for a new independent grand jury investigation of 9/11 11/19/04:** "We the undersigned: a) think that there is ample evidence and probable cause to believe that many grave and still unresolved crimes were committed by US officials prior to, during and after the events of 9/11; b) observe that most of these apparent crimes, including but not limited to abetment of mass murder, criminal negligence, insider trading, and obstruction of justice fall well within the jurisdiction of New York's top law enforcement officials ..." <http://www.justicefor911.org>

Jim Lundberg – Former U.S. Air Force Special Forces pararescue.

- **Personal statement:**

"I am a programmer and ex Air Force special forces rescue. I was in Poughkeepsie, NY, on 9/11/01 and went down to the site the next Saturday to look around and it had too much dust -- a



Jim Lundberg

strong smell of sulfur kind of like the explosives we use to train with." <http://www.meetup.com>

- **Statement in support of Firefighters for 9/11 Truth petition:**

"I went there on Sat and saw the dust and smelled the sulfur."

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 300 Firefighters for 9-11 Truth and affiliates:**

"On Behalf of the People of the United States of America, the undersigned Firefighters for 9-11 Truth and affiliates are deeply troubled with the "official" story concerning 9/11 and the way the rescue workers from Ground Zero are being "forgotten."

We believe there is overwhelming evidence of obstruction of justice, and destruction of evidence voiced even by numerous 9/11 Commissioners themselves. Senator Cleland resigned from the Commission stating, "This investigation is now compromised."

NFPA (National Fire Protection Association) 921, which is the National Standard for Fire and Explosion Investigations, very clearly indicates in numerous sections that the possibility of explosives should have been thoroughly investigated. ... Specifically, the use of "exotic accelerants" should have been investigated. In NFPA 921 19.2.4 -"Exotic Accelerants," three indicators were clearly met that should have led to a thorough investigation into the possible use of "exotic accelerants," specifically as stated in the guideline, "Thermite mixtures."

So, why was the possibility of explosives, controlled demolition, or the use of "exotic accelerants" not thoroughly investigated, or even mentioned in the 9-11 Commission Report?

We, the undersigned, demand the following:

1) A truly independent investigation with Subpoena and Contempt Powers to uncover the complete truth of the events related to 9/11/2001 – specifically the collapse of WTC Tower 7 and the possibility of explosive demolition. ..."

<http://firefightersfor911truth.org>

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Gen. Hosni Mubarak

Gen. Hosni Mubarak – President of Egypt, 1981 - present. Former Vice President, 1975 - 1981. Former Commander of the Egyptian Air Force and Deputy Minister of War. Former military pilot.

- **CNN Interview 9/15/01:** Regarding 9/11 "... those who did that [piloted a 757 into the Pentagon] should have flown in the area a long time, for example. The Pentagon is not very high, a pilot could come straight to the Pentagon like this to hit, he should have flown a lot in this area to know the obstacles which could meet him when he is flying very low with a big commercial plane to hit the Pentagon in a special place.

Somebody has studied this very well, someone has flown in this area very much.

Q: Are you suggesting it was an inside operation, I may ask, who do you think is behind this?

Mubarak: Frankly speaking I don't want to jump to conclusions. ... let us wait and see what is the result of the investigations, because something like this done in the United States is not an easy thing ... I am speaking as a former pilot, I know that very well, I flew very heavy planes, I flew fighters, I know that very well, this is not an easy thing, so I think we should not jump to conclusions from now." <http://www.presidency.gov>

- **BBC Interview 9/19/01** - "When asked about the expected repercussions of an assault on Afghanistan and the killing of Osama bin Laden, Mubarak said he didn't believe bin Laden alone was responsible for the attacks on the US. "American experts also believe the operation is beyond bin Laden." <http://www.presidency.gov>
- **Article 10/25/01:** "I find it hard to believe that people who were learning to fly in Florida could, within a year and a half, fly large commercial airlines and hit with accuracy the towers of the World Trade Center which would appear, to the pilot from the air, the size of a pencil. Only a professional pilot could carry out this mission, not someone who learned to fly for 18 months in Florida." <http://www.sis.gov>
- **Bio:** http://en.wikipedia.org/wiki/Hosni_Mubarak

Col. Michael Harley
No photo available

Col. Michael Harley, U.S. Air Force (ret) – Retired Chief of Standardization of a Strategic Air Command Wing equipped with Boeing B-52 bombers, Boeing RC-135 reconnaissance aircraft and Boeing KC-135 Stratotankers. Command pilot and U.S. Air Force accident investigator. 6,000+ total hours flown. Aircraft flown: Boeing B-52 Stratofortress bomber, Lockheed C130A, B, E, & prototype H Hercules, K-135 Stratotanker, DeHavilland U6 Beaver, Lockheed T-33 Shooting Star (aka T-Bird), Cessna T-37 Dragonfly "Tweet", Northrup T-38 Talon, North American T-39 Sabreliner, Bell UH-1 Iroquois "Huey" Helicopter. 26 years commissioned officer and 34 total years of U.S. Air Force service. Former Instructor, Accident Investigation, Embry-Riddle Aeronautical University. Management analyst and IG. Simulator instructor. Instructor Pilot and Standardization Evaluation

Pilot. Civilian aircraft flown: Cessna 177, Beechcraft Twin Bonanza, Piper Cherokee-6. Newspaper columnist and freelance writer.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Col. Thomas W. McGuire, Jr.
No photo available

Col. Thomas W. McGuire, Jr., U.S. Air Force (ret) – Retired U.S. Air Force Command Fighter Pilot. Flew 100 missions over North Vietnam in McDonnell Douglas F-4C Phantoms, leading 31 missions over Hanoi area known as Route Pack Six. Aircraft flown: Lockheed F-80 (P-80) Shooting Star, Republic F-84G & F Thunderjet, F-105 Thunderchief; North American F-100 Super Sabre, T-39 Sabreliner; McDonnell F-101 Voodoo; McDonnell Douglas F-4 Phantom. 4,000+ total hours flown. 27 years U.S. Air Force service.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Lt. Col. David Gapp
No photo available

Lt. Col. David Gapp, U.S. Air Force (ret) – Retired Pilot and Qualified Aircraft Accident Investigator. Served as President, Aircraft Accident Board. Military aircraft flown: McDonnell Douglas F-4 Phantom, Cessna T-37 Dragonfly "Tweet", Northrup T-38 Talon. 3,000+ total hours flown. 31 years of U.S. Air Force service. One year as commercial pilot for Continental Airlines. Commercial aircraft flown: ATR-42.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Commander Larry J. Tortorich
No photo available

Commander Larry J. Tortorich, U.S. Navy (ret) – Former Deputy Program Manager for Logistics – Tomahawk Cruise Missiles. 24-year Navy career in the fields of aviation and counterterrorism. Two years as a federal employee with DHS/TSA in the fields of security and counterterrorism.

- **Signatory of a Letter to Congress regarding the 9/11 Commission Report 9/13/04**, signed by 25 military, intelligence, and law enforcement veterans:

"[W]e the undersigned wish to bring to the attention of the Congress and the people of the United States what we believe are serious shortcomings in the report and its recommendations.

...

Omission is one of the major flaws in the Commission's report. We are aware of significant issues and cases that were duly reported to the commission by those of us with direct knowledge, but somehow escaped attention. ...

The omission of such serious and applicable issues and information by itself renders the report flawed, and casts doubt on the validity of many of its recommendations. ...

The Commission, with its incomplete report of "facts and circumstances", intentional avoidance of assigning accountability, and disregard for the knowledge, expertise and experience of those who actually do the job, has now set about pressuring our Congress and our nation to hastily implement all its recommendations. ...

We the undersigned, who have worked within various government agencies (FBI, CIA, FAA, DIA, Customs) responsible for national security and public safety, call upon you in Congress to include the voices of those with first-hand knowledge and expertise in the important issues at hand. We stand ready to do our part." [Link to signatories](#)

Lt. Col. Stephen L. Butler, EdD
No photo available

Lt. Col. Stephen L. Butler, EdD, U.S. Air Force (ret) – Former Vice Chancellor for Student Affairs at the Defense Language Institute. Served as a Boeing B-52 bomber Radar Navigator in the Gulf War. 24-year Air Force career.

- **Article 6/4/02:** "Of course Bush knew about the impending attacks on America. He did nothing to warn the American people because he needed this war on terrorism."
http://www.truthout.org/docs_02/06.06E.butler.bush.htm

Maj. Henry Rozumski, U.S. Air Force (ret), BS Aerospace Eng, MS Systems Management – Aerospace Engineer and Analyst. Assignments included; ICBM Launch Control Office and member Command Inspector General team. 25-year U.S. Air Force career.

Maj. Henry Rozumski,
BS Aerospace Eng, MS Systems
Management
No photo available

- **Statement in support of Architects and Engineers petition:**
"After performing some in-depth research on this subject, I have come to the conclusion that no commercial airplanes impacted the two WTC Towers. No commercial plane impacted the Pentagon. No commercial aircraft buried itself in Pennsylvania terra firma. The utter public silence from observing the many clips of high energy materials being ejected from the other side of WTC #2, from most probably a projectile with DU-hardening nose characteristics is deafening. Further, the two WTC Towers were explosive demolitions, without any doubts. WTC #7 crumbled under a classic demolition.

Lastly, a 0.1 inch aluminum skinned airframe traveling at its max. velocity for its flight regime and angle of attack, would NOT slice through high tensile steel like butter with this steel having a thickness between 0.25 and 0.75 inch and a length of about 13 inches. Calculations from other sources reveal that the airframe would lose its forward momentum when impacting steel of only 0.8 inches. If these projectiles were commercial aircraft, we should have seen the entire impact explosion of the airframe only at the impact wall with discernable debris landing at the base of each Tower." <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7." <http://www.ae911truth.org/joinus.php>

- **Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

Lt. Cdr. Bernard J. Smith, U.S. Nay (ret) – Retired carrier Naval Aviator and former aircraft accident investigator.

- **Statement in support of Architects and Engineers petition:**

"From my several years experience as an aircraft accident investigator for the U.S.Navy, I am appalled at the basic

Lt. Cdr. Bernard J. Smith
No photo available

principles of investigation being ignored; ie, premature destruction of evidence, reliable eye witness accounts ignored, etc. To allow the official version to be the final word in this planned event, as is evident from the AE9/11 investigation, would be a major disservice to the victims and the nation."

<http://www.ae911truth.org>

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Major Reginald Shinn
No photo available

Major Reginald Shinn, U.S. Air Force (ret) – Retired officer. Served as Bombardier - Navigator in Boeing B-25's, 41st Bombardment Group, Seventh Air Force, World War II. Awarded the Distinguished Flying Cross.

- **Narrator *Let Me Know When You See Fire* video 3/4/10:**

The 10-minute documentary plays the final 8 minutes of radio communication of firefighters in the World Trade Center 2 building (South Tower) prior to its demolition.

Major Shinn's concluding narration: "The South Tower collapsed suddenly at 9:59 am. By the evidence of these emergency communications, it is apparent that the supposed jet fuel office fires said to have destroyed the 110 stories of structural steel was somehow insufficient to avert these rescue operations.

Something doesn't add up. Either there were emergency teams operating in the building or there was a tremendous inferno of sustained temperature as required to obliterate the strength of steel.

The two possibilities are mutually exclusive. If you can

understand the significance of this elementary evidence, it is now your responsibility to get involved.

Become active in the pursuit of justice.

Join our expanding world wide movement to call for a new investigation.

<http://www.youtube.com>

Maj. George M. Kesselring
No photo available

Maj. George M. Kesselring, U.S. Air Force (ret) – Retired Pilot. 323rd Bomb Squadron, 91st Bomb Group, 8th Air Force. Aircraft flown: Boeing B17G bomber. World War II veteran. 22 year Air Force career.

- **Signatory: *War Is Illegal* Petition 12/07, which states:**

"Against a background of escalating ecological crises, and the fact that large parts of the world's population are being exposed to extreme poverty, inhuman working conditions and increasing social tensions, the annual global military expenditure has risen to more than 1,000 billion dollars.

The military-industrial complex of just a few G8 countries is responsible for the overwhelming part of this spending, causing incalculable social and ecological consequences.

Unequal distribution of global resources, increasingly controlled by large multinational companies, global debt policy and unfair international trading practices ultimately could not be maintained without military security. In many countries the military is used to repress critical opposition.

The terror attacks of September 11, 2001 are increasingly used to justify systematic surveillance and the dismantling of constitutional rights. [Bold added for emphasis by Editor of this website.] Even European countries have helped to establish Guantanamo-like secret prisons, where torture in all probability takes place.

Iraq was attacked based on falsified evidence causing the death of hundreds of thousands of people, widespread destruction, destabilization and contamination with cancer-causing depleted uranium munitions.

Now plans to attack Iran and the possibility of a new World War have been made public, meeting resistance even from moderate elements within the military due to the unforeseeable consequences.

Faced with the choice between a war, that according to some western leaders, will last for many years or a possible peaceful transformation we support the following demands: ...

International investigation of the September 11, 2001 terror attacks. They are used as the central justification for the "War on Terror", but well documented evidence shows that the official explanation of 9/11 cannot be correct. International personalities in science, politics, and culture,

including high-ranking military veterans, have called for a new investigation." [Bold added for emphasis by Editor of this website.] The full text of the petition is available at <http://www.war-is-illegal.org>

Capt. Pete Witt
No photo available

Capt. Pete Witt, U.S. Marine Corps (ret) – Retired Marine Corps jet aviator.

- **Statement in support of [Pilots for 9/11 Truth](#) petition to U.S. Congress calling for a new investigation of 9/11:**

"911 - a staged pre-planned farce; a cover up instead of an investigation. I am ashamed of my Congress."

<http://www.petitiononline.com/911dvds>

- **Signatory: [Pilots for 9/11 Truth](#) petition to U.S. Congress calling for a new investigation of 9/11:**

"There are many Americans who feel that there are too many unanswered questions regarding the events of 911. We request that the investigation be reopened.

We feel that the 911 Commission did not go far enough, nor ask the tough questions necessary to get to the truth. We are requesting the investigation be reopened and that the mission this time be to find the truth, the whole truth, with no stone left unturned. ... " <http://www.petitiononline.com/911dvds>

- **Statement in support of Architects and Engineers petition:**
"A perfect and well planned, controlled demolition. . . Those core columns were massive and would not have melted had jet fuel burned around them for days." <http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

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years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

Didier "Jay" Weenen
No photo available

Didier "Jay" Weenen – Retired Belgian Air Force pilot. Aircraft flown: General Dynamics / Lockheed Martin F-16A Fighting Falcon, Dassault-Breguet-Dornier Alpha Jet fighter/bomber, Lockheed C-130H Hercules, Cessna 172, 182, SIAI-Marchetti SF-260M, Potez Fouga CM-170 Magister, LearJet L45 Bombardier, various gliders.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Ken Chevis
No photo available

Ken Chevis – Former pilot, Royal Canadian Air Force 1950 - 1954. Military aircraft flown: North American P-51D Mustang fighter; Avro Canada CF-100 Canuck; Lockheed T-33 Shooting Star (aka T-Bird); North American Harvard (AT-6). 413 total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

James Spradling
No photo available

James Spradling – Former pilot, U.S. Air Force 28 years service. Aircraft flown: McDonnell Douglas F-4C Phantom (backseat); Pipers, Cessnas, Grummans. 550 total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Rob Miller
No photo available

Rob Miller – Former pilot, U.S. Marine Corps. FAA certified Flight Instructor. Aircraft flown: Douglas A-4 Skyhawk; Lockheed C-130 Hercules; Beachcraft 300, 1900; Cessna many types. 10,000+ total hours flown.

- **Personal statement of support for Pilots for 9/11 Truth:**

"How did a bunch of beginning student pilots manage to fly a rather new sophisticated aircraft from the point of Hi-jack to a pre-determined point with as little training as it is reported that they had??? From my experience beginning students are not even capable of finding the airport they just took off from (usually 10-15 nm from the training area) not to mention flying several hundred of miles to a predetermined point."

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

**Shawn J. Jensen, BS ME,
MS Eng. Mgmt.**
No photo available

Shawn J. Jensen, BS ME, MS Eng. Mgmt. – Former U.S. Air Force Engineering Officer. Masters degree graduate of U.S. Air Force Institute of Technology. 10-year U.S. Air Force career.

- **Statement in support of Architects and Engineers petition:**

"Evidence as presented by ae911truth.org is compelling; the official story is highly improbable; criminal activities must be investigated and those responsible brought to justice."
<http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."
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the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

Erin Myers
No photo available

Erin Myers – Former U.S. Army Aviation Mechanic, working on Sikorsky EH-60 and UH-60 Black Hawk Helicopters, Hughes / McDonnell Douglas AH-64 Apache Helicopter, and Bell OH-58 Kiowa Helicopter. FAA certified Airframe and Powerplant Mechanic. Experimental Aircraft Builder, including: 1990 KitFox, Lanceair, Glassair, variety of Micro and Ultra lights. Private Pilot. Aircraft flown: Cessna, Piper, Champion Citabria, Weaver Aircraft (WACO) biplane, Pitts biplane, Robinson R-22 Helicopter, Bell 206 JetRanger Helicopter. 600 hours flight time.

- **Statement to this website 7/23/07:** "I cannot accept the official 9/11 Commission Report and the popular narrative derived from its conclusions. The lies, omissions, and distortions of the Official Account, combined with a generally trusting and frequently gullible populous, has created a dangerous cleaving of our society into two mutually exclusive world views regarding the events of 9/11.

No matter who, what, and how exactly the final story of 9/11 is going to be told, as truth will always out, one chapter which can never be excluded is the five plus years of continued obfuscation and corruption of our government, which has abandoned the basic principles of jurisprudence, the rule of law, and recognition of the dignity of all human beings. This is truly our government's blackest days, and We the People's most shameful affair to date for allowing it to continue.

We have a most serious mess to clean up, as We The People can not shirk our inescapable responsibility for our government and its actions.

We can only recover our direction and moral compass by dismissing the 9/11 Commission Report and starting again, largely from scratch, to investigate the events of 9/11."

- **Signatory of Petition of Solidarity to the Attorney General of New York for a new independent grand jury investigation of 9/11 11/19/04:** "We the undersigned: a) think that there is ample evidence and probable cause to believe that many grave and still unresolved crimes were committed by US officials prior to, during and after the events of 9/11; b) observe that most of these apparent crimes, including but not limited to abetment of mass murder, criminal negligence, insider trading, and obstruction of justice fall well within the jurisdiction of New York's top law enforcement officials ..." <http://www.justicefor911.org>
- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the

events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Talanoa Ramsey
No photo available

Talanoa Ramsey – Former U.S. Air Force air traffic controller. 6 years of service.

- **Statement in support of [Pilots for 9/11 Truth](#) petition to U.S. Congress calling for a new investigation of 9/11:**

"I am a prior military service Air Traffic Controller and am familiar with the standard procedure for handling hijack situations. The flights would have been scrambled if all parties followed standard procedures. The break down in our country's defense is unacceptable and the reason should be clearly uncovered and handled. I would like to join the petitioners in requesting a second non-biased, thorough investigation be conducted on the events of 9/11." <http://www.petitiononline.com/911dvds>

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"There are many Americans who feel that there are too many unanswered questions regarding the events of 911. We request that the investigation be reopened.

We feel that the 911 Commission did not go far enough, nor ask the tough questions necessary to get to the truth. We are requesting the investigation be reopened and that the mission this time be to find the truth, the whole truth, with no stone left unturned. ... " <http://www.petitiononline.com/911dvds>

Alan Stang
No photo available

Alan Stang – Former Electronic Warfare Technician, U.S. Air Force. Former anti-satellite missile technician, Boeing. Former avionics technician on civilian aircraft. Currently Field Service Engineer.

- **Statement in support of [Architects and Engineers](#) petition:**

"I first knew that our government was lying to us about the events on 9/11, when they made the ridiculous claim the passengers made cell phone calls from 20,000 feet. Being very familiar with electronics and RF energy, I knew that cell phone calls could never be made from such a location. Having been an avionics technician for so many years, I also knew that most continental bound aircraft don't have the seatback phone option installed, and even the ones that do have many difficulties with their operation. After listening to the alleged conversations between these victims and their families, it was quite clear that deep deception was taking place.

I have a very high mechanical aptitude, and an in-depth understanding of metals, so the official story never added up in

my mind. I always knew that there was more to the story, so the question for me then became, "Why is the government covering up the truth?" The most logical conclusion is that they were involved in the event. Terrorists could not have ordered our military fighters to stand down. Only the government can do that. Terrorists did not escort the many members of the Bin Laden family out of this country shortly after the event. Let me clarify that statement by saying, "Foreign terrorists did not escort the many members of the Bin Laden family out of this country shortly after the event." <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

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Curt Toland
No photo available

Curt Toland – Avionics Technician for Boeing for over 25 years. U.S. Navy veteran.

- **Statement in support of Architects and Engineers petition:** "Clearly explosive (WTC 1 & 2) and implosive events (WTC 7). I am surprised that I could not see this for so long." <http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

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Michael J. Garza
No photo available

Michael J. Garza – Former U.S. Air Force Aerospace Propulsion Specialist. Aircraft serviced: McDonnell Douglas F-15E Strike Eagle, General Dynamics / Lockheed Martin F-16 Fighting Falcon, Boeing B-1 Bomber.

- **Statement in support of Architects and Engineers petition:** "I've been exposed to much of the real data surrounding this tragedy. I believe the conspiracy theory is actually the story the main stream media and the government use as their explanation to cover up the real truth!" <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

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Louis M. Raskin, BA Env Studies – Retired aerospace engineer

Louis M. Raskin, BA Env Studies
No photo available

involved with satellite and launch vehicle systems working at the systems engineering requirements and design definition levels. 30-year career. U.S. Air Force veteran.

- **Statement in support of Architects and Engineers petition:**

"From the time of the event, I have questioned the collapse WTC-7 and its relationship to WTC-1 & -2. Having witnessed several intentional demolitions of major structures, the similarity to the three WTC buildings coming down was striking.

At the time, I recall the TV reporting by BBC and other networks saying the WTC-7 structure had fallen when it had not, and then captured on video falling 20+ minutes later which conveys the message the event was planned and reported via a news release from a source yet unidentified, to me.

Also, the lateral explosive bursts coming from the descending floors of WTC-1 & -2 are most suspicious as I understand the structures were designed to withstand an impact by a Boeing 707 aircraft. I suspect WTC-7 was the staging center for the persons involved with setting the explosive charges."

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Leonard Mosbrucker – Retired Boeing B-52 Mechanic. 20-year U.S. Air Force career.

- **Statement in support of Architects and Engineers petition:**

"I retired from the Air Force over thirty years ago after serving 20

Leonard Mosbrucker
No photo available

years. I was trained as a B-52 mechanic. During my service as an airplane mechanic, one of our duties was to clean up after an airplane crash which I did after 3 B-52's crashed in Washington state. So, I am familiar with what a crash site looks like. Also I worked in the Pentagon for four years and am somewhat familiar with the security there.

Through the years I have always been interested in viewing large structures that were demolished. The Twin Towers and Building 7 in my opinion were brought down by specialists. Anyone can see that Building 7 was a classic 'pull.' The Pentagon photos do not show where the wings along with the engines would have hit. It is very difficult to believe that this large airliner would totally disappear into that hole. And where are the other videos from the pentagon?" <http://www.ae911truth.org>

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Charles E. Lownes, BS EE, MD
No photo available

Charles E. Lownes, BS EE, MD – Physician. Former Captain, U.S. Air Force. 7-year Air Force career.

- **Statement in support of Architects and Engineers petition:**

"I studied the videos of the collapse of the WTC towers. I'm convinced that explosions brought those structures down. The towers were pulverized. How can you not believe your own eyes? One can see the buildings exploding. Firemen reported they heard explosions going off at every floor."

<http://www.ae911truth.org>

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Philip Alan Douglas
No photo available

Philip Alan Douglas – FAA certified Airframe and Powerplant Mechanic with Inspection Authorization, over 20 years experience. Former Avionics Technician, U.S. Air Force 6 years of service.

- **Statement in support of Architects and Engineers petition:**

"My experience with aviation fuels (100 LL aviation gasoline and Jet A aviation kerosene, etc.) gives me some knowledge of their burn capabilities. Neither fuel has the stored energy to produce temperatures as high as needed to melt structural steel. Unless the fuel is ignited under high pressure and focused on a small area (such as with a cutting torch, etc) the temperatures are insufficient to have caused the collapse of the towers. ...

Having read the book [The New Pearl Harbor](#) and the report on the World Trade center attacks by the 9/11 Commission and many other publications I feel that a full independent investigation is overdue into what actually brought down the towers. While it is true that 9/11 changed everything I believe that the truth was not told to us. When the investigation that needs to be done is completed that will truly "change everything". It must be apolitical and far-reaching." <http://www.ae911truth.org>

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Vincent A. Moudry
No photo available

Vincent A. Moudry – FAA certified Airframe and Powerplant Mechanic. FAA certified private pilot. Former U.S. Navy reciprocating and jet engine mechanic. Former airframe and powerplant mechanic for TWA.

- **Statement in support of Architects and Engineers petition:** "Until Seeing [911 Mysteries, Part1-Demolitions](#), I had never doubted the official story. I thought I had been well informed but no one has been presenting the case that three steel structure buildings fell on 9/11 at the speed of free fall. I feel our media has failed us completely." <http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

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years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

Robert J. Kral, BS Aeronautics
No photo available

Robert J. Kral, BS Aeronautics – Retired Military Flight Engineer, Evaluator, and Instructor. Former Director, Aircraft Maintenance Department. FAA certified Airframe & Powerplant Mechanic and certified Private Pilot.

- **Statement in support of Architects and Engineers petition:**

"Watching the symmetry in which all three towers collapsed directly into their individual footprint was both momentarily hypnotic and totally unbelievable. During the myriad of replays I viewed, before and during each tower collapse, I saw and heard different events taking place that fully convinced me other forces were at play bringing these buildings down. To name a few:

1) Explosions coupled with smoke appearing at the base of the towers moments before the collapse.

2) Squibs appearing to shoot out from various floors far below the initial damage area.

3) The manner in which the dust and smoke seemed to be expelled up and out from the building like an explosion as it descended.

What also disturbed me was the area was totally void of being treated like crime scene by police and government officials.

Structural material was readily hauled away and shipped to foreign lands without any scientific or engineering analysis being performed. Having spent over 23 years in the military I knew in my gut with the speed at which critical evidence was disappearing and flat out lies being told by government agents, i.e. like the aircraft black boxes found by fireman and taken by FBI agents, then making statements they weren't found and Mohammad Atta's wallet found in pristine condition a couple blocks away.

Well gentleman, I smell the same rat I smelled at various times during my military career. That's my story and I'm stickin' to it until the truth is known and all involved held fully accountable, regardless of how far up the chain the trail leads."

<http://www.ae911truth.org>

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Luis Cintron
No photo available

Luis Cintron – FAA certified Airframe and Powerplant Mechanic. Aircraft mechanic an avionics technician with 15 years experience in aviation. U.S. Air Force veteran.

- **Statement in support of Architects and Engineers petition:**
"Give me access to the data and computer modeling used in the investigation. Let the scientific community openly test and go over your results.

If the government does not, as far as I am concerned, the government's study on the events is no more than a well edited multimedia joke." <http://www.ae911truth.org>

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Tim Erney
No photo available

Tim Erney, AS Aviation Maintenance Technology – FAA certified Airframe and Powerplant Mechanic with Beech Aerospace Services. Former Combat Engineer-demolition, U.S. Army Reserve 1983 - 1989. Over 40 hours of flight training.

- **Statement in support of Pilots for 9/11 Truth:**

"Thank you for your outstanding work exposing the truth of 9/11. I have a unique perspective being an Airframe and Powerplant Mechanic, knowing how to fly, and being experienced with demolitions in the Army Reserves. I have always known the "official" narrative of events on 9/11 is a lie."

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

- **Statement in support of Architects and Engineers petition:**
"In the Army Reserves I was trained in demolitions so I know what it takes to bring down a building in a controlled symmetrical fashion and what it looks like when it happens."

As an aircraft mechanic, my knowledge of the properties of fuels, specifically Jet fuel (or highly refined kerosene), brings the conclusion that fires couldn't be hot enough to cause symmetrical structural collapse.

Based on what I know, looking at it from various disciplines, it's obvious that all three WTC buildings collapsed due to pre-planned, well placed, precisely timed controlled demolitions."
<http://www.ae911truth.org>

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Larry Patriarca
No photo available

Larry Patriarca – Former U.S. Navy Aviation Structural Mechanic. Experienced on Grumman EA-6B Prowler. Coordinator for [Central Massachusetts 9/11 Truth Alliance](#)

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Member:** [Veterans For 9/11 Truth](#) Association statement:

"Our mission, simply put, is to save the United States of America and to defend it from all enemies, foreign and domestic. To that end, we seek to restore true values, integrity, honesty, and leadership in government at the local, state and national level. We are opposed to tyranny and corruption. We seek to move this Nation from a state of perpetual warfare to a state of prolonged peace and prosperity.

In pursuit of our mission we have initially chosen to present evidence exposing the deception and lies that many in the military/intelligence/industrial/media establishment have been telling Americans and the world since September 11, 2001 concerning the events of that tragic day. Our mission includes seeking, discovering, and presenting evidence revealing the truth about the events of 9/11." <http://www.v911t.org>
- **Member:** [Scholars for 9/11 Truth](#) Association Statement: "Research proves the current administration has been dishonest about what happened in New York and Washington, D.C. The World Trade Center was almost certainly brought down by controlled demolitions and that the available relevant evidence casts grave doubt on the government's official story about the attack on the Pentagon."

Hamish Brannan
No photo available

Hamish Brannan – Former United Kingdom air defense ground environment (UKADGE) RADAR technician. Experience with primary and secondary ground radar systems. Instructor for the Ministry of Defence (MOD) for air traffic control and airborne systems (including radio).

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Richard Rogers
No photo available

Richard Rogers – Avionics Maintenance Technician. Experienced with integrated avionics systems on General Dynamics / Lockheed Martin F-16 Fighting Falcon and Fairchild - Republic A-10 Thunderbolt II (aka "Warthog"). U.S. Air Force veteran. 10-year military career.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Rob Bishop
No photo available

Rob Bishop – Former U.S. Marine Corps Aviation Mechanic. Radio talk show host, "The Rob Bishop Show" [Truth Net Radio](#).

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Dave Kisor, MA
No photo available

Dave Kisor, MA – Former U.S. Navy Aviation Electrician, working on Douglas A-4E/F and TA-4F/J Skyhawk, LTV A-7B/E Corsair II, Lockheed P-3B Orion, McDonnell Douglas C-9B Skytrain. Back seat experience in Douglas TA-4F/J & A-4F Skyhawk. Currently US Forest Service Technician.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the

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Daniel G. Martinez
No photo available

Daniel G. Martinez – Former U.S. Army Aviation Mechanic, working on Sikorsky EH-60 and UH-60 Black Hawk Helicopters and Turbine Engines. FAA certified Airframe and Powerplant Mechanic with 18 years experience. Recent civilian service in Iraq.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Greg Madden
No photo available

Greg Madden – Radio technician. U.S. Marine Corps veteran.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Darin M. Bowers
No photo available

Darin M. Bowers – FAA certified Airframe and Powerplant Mechanic 16+ years experience. U.S. Air Force veteran, serving as Crew Chief, 561st Fighter Wild Weasel Squadron. Deployed to Turkey and Saudi in Operations Provide Comfort and Southern Watch. Retired the McDonnell Douglas F-4G Phantoms in 1996. Phase inspector on the Fairchild - Republic A-10 Thunderbolt II (aka "Warthog") and McDonnell Douglas F-15E Strike Eagle. Mechanic on McDonnell Douglas DC-8, DC-9, MD-11; Boeing 727, 757, 767; and Airbus A300 for the past 12 years.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since

the United States Government doesn't seem to be very forthcoming with answers."

Jeff Donovan
No photo available

Jeff Donovan – Former Air Traffic Controller, U.S. Marine Corps. (See individual [citation](#) above.)

- **Personal statement of support for Pilots for 9/11 Truth:**

"I was an Air Traffic Controller in the Marines for 6 years and never believed any of the government's stories of 9/11."

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Paul Welton
No photo available

Paul Welton – Aerospace Manufacturing Engineer and owner of independent contact manufacturing engineering firm for the last ten years. Electronic technician and manufacturing engineer at Boeing 1989 - 1996. Autopilot and instrument mechanic, U.S. Air Force 1981 - 1985, working on Fairchild - Republic A-10 Thunderbolt II (aka "Warhog"); Lockheed C-130 Hercules; and McDonnell Douglas F-4 Phantom. Approximately 30 years of aviation experience.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Ron Haugen
No photo available

Ron Haugen – Former U.S. Army Aviation Crew Chief Bell AH-1G Cobra Attack Helicopter. Former aviation mechanic, Kollsman Instrument Corp. Some stick time on 2 seater Trainer [rotary wing]. Vertical Velocity Indicator [early Kollsman "KIFIS" system] technician, calibrator, consultant.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the

reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Tim Jones
No photo available

Tim Jones – Mechanic and Former Dropmaster and Radar Operator, U.S. Coast Guard, working on the Piasecki H-25 Army Mule (HUP-1 Retriever) helicopter.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Tom Swanson
No photo available

Tom Swanson – Former U.S. Navy Electronic Warfare Operator in Douglas EA-3B Skywarrior and Lockheed EC-121M Super Constellation. 400 Hours+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

MSgt. Anthony Sallie
No photo available

MSgt. Anthony Sallie, U.S. Air Force (ret) – Avionics Technician. GAC on Lockheed C-141 Starlifter and McDonnell Douglas KC-10 Extender. 20 years of U.S. Air Force service.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Mark E. Thorley
No photo available

Mark E. Thorley – Flight Simulator Technician, American Airlines and Boeing. Veteran, US Air Force experienced with Boeing B-52 Stratofortress bomber, B1 bomber, 707, 727, 737, 757, 767, 777, Lockheed K-135 Stratotanker; Airbus A300, Fokker F-100, Saab 340, ATR 42, Embraer ERJ, McDonnell Douglas MD80.

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AVIATION AND AEROSPACE PROFESSIONALS



Dwain Deets, MS Eng

Dwain Deets, MS Physics, MS Eng – Former Director, Aerospace Projects, NASA Dryden Flight Research Center. Before this appointment, he served as Director, Research Engineering Division at Dryden. Recipient of the NASA Exceptional Service Award and the Presidential Meritorious Rank Award in the Senior Executive Service (1988). Selected presenter of the Wright Brothers Lectureship in Aeronautics, a distinguished speaking engagement sponsored by the American Institute of Aeronautics and Astronautics (AIAA) (1986). Included in "Who's Who in Science and Engineering" 1993 - 2000. Former Chairman of the Aerospace Control and Guidance Systems Committee of the Society of Automotive Engineers. Former Member, AIAA Committee on Society and Aerospace Technology. 37 year NASA career.

- **Statement in support of Architects and Engineers petition:** "The many visual images (massive structural members being hurled horizontally, huge pyroclastic clouds, etc.) leave no doubt in my mind explosives were involved [in the destruction of the World Trade Center]." <http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade

Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

- **Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.
- **Bio:** <http://www.dfrc.nasa.gov>



Eddy Shalom, BS Physics,
BS EE

Eddy Shalom, BS Physics, BS EE – Aerospace Engineer and Technical Manager with over 30 years of experience working in NASA's Jet Propulsion Laboratory in flight electronics and other areas.

- **Statement in support of Architects and Engineers petition:**

"As a physics major, it has been clear to me for some time that the 'Official Conspiracy Theory' is totally absurd.

It is not clear to me why so many intelligent people with the same education and training refuse to even review the evidence with an open mind.

This is our greatest challenge and under-utilized resource."

<http://www.ae911truth.org>

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years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.



Ron S. Dotson, BS CS

Ron S. Dotson, BS CS – Retired Computer Software Engineer, Jet Propulsion Laboratory, California Institute of Technology. Designed software/firmware for the subsystems of several different unmanned spacecraft missions and two STS [Space Shuttle] missions. 35 year career.

- **Statement in support of Architects and Engineers petition:**

"The thermite/thermate evidence and the fact that the core support beams were discovered to have been cut at an approximately 45 degree angle BEFORE ANY OF THE CLEANUP CREW HAD ARRIVED, and that most of the vertical support beams were cut into neat thirty something feet spans DURING THE COLLAPSE, and the intense temperatures reached in the basements of ALL THREE BUILDINGS is indisputable evidence that the official story is blatantly FALSE. Failure to follow through with a criminal investigation is unconscionable." <http://www.ae911truth.org>

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Sandy Dahl – Wife of [Jason Dahl](#), Pilot of United Airlines Flight 93. Flight Attendant for over 20 years.

- **Article by Gail Sheehy, New York Observer 2/26/04:**

"[Melody Homer](#) is another young widow of a 9/11 pilot. Her husband, [LeRoy Homer](#), a muscular former Air Force pilot, was



Sandy Dahl

the first officer of United's Flight 93. The story put out by United-of heroic passengers invading the cockpit and struggling with the terrorists-is not believable to Melody Homer or to Sandy Dahl, widow of the plane's captain, [Jason Dahl](#). Mrs. Dahl was a working flight attendant with United and knew the configuration of that 757 like the back of her hand.

"We can't imagine that passengers were able to get a cart out of its locked berth and push it down the single aisle and jam it into the cockpit with four strong, violent men behind the door," said Ms. Homer. She believes that the victims' family members who broke a confidentiality agreement and gave their interpretation of sounds they'd heard on the cockpit tape misinterpreted the shattering of china. "When a plane goes erratic, china falls." <http://www.observer.com/node/48805>

- **Interview with Wolf Blitzer, CNN 8/8/03:**

Wolf Blitzer: A new report suggests a hijacker may have deliberately crashed United Flight 93 into a Pennsylvania field the morning of September 11, 2001. Officials say an FBI analysis of the cockpit voice recorder indicates the hijackers were trying to end a passenger uprising. Earlier speculation was that the passengers stormed the cockpit and crashed the plane themselves.

I'm joined now by Sandy Dahl. She's the widow of Flight 93's captain, Jason Dahl. She listened to the actual voice recorder.

Sandy, thanks very much for joining us. Welcome.

What you to make of the new information the FBI is putting out?

Sandy Dahl: I don't understand it, Mr. Blitzer.

I heard the tape. I listened to it twice, listened to the transcripts. I didn't hear anything that indicated to me the hijackers were intending to crash the airplane.

Wolf Blitzer: What they're suggesting, that a -- sort of an enhanced audio of that cockpit voice recording suggests that perhaps one of the hijackers ordered the hijacking pilot who managed to get into the cockpit to go ahead and crash the plane, as there was a disturbance among the passengers in the back. You've actually heard, though, the discussion, the cockpit voice recorder. And what did it say deliberately, clearly, to you?

Sandy Dahl: There was no discussion of crashing it right now. They talked about ending their mission earlier.

And they -- and they decided not to do that. So I don't think -- I don't think it was deliberate and it certainly wasn't planned.

Wolf Blitzer: One of the suggestions they've suggested, at least some of the experts who heard the cockpit voice recording, was that, in the Arabic, that there may have been a different translation, there may have been a more precise explanation of what was going on that than in the translation or in the English, whatever you may have heard in English. Is that possible?

Sandy Dahl: I heard the translation that the FBI gave us that day.

And I wanted to say, I would really love for the government to come out and marry the flight data record with the voice recorder. And we would have a very clear picture of what went on. I'm kind of disappointed in reading this report.

(CROSSTALK)

Wolf Blitzer: Well, tell us why, Sandy, you are disappointed, because there clearly was resistance aboard the plane, the United flight. The passengers clearly took the matter into their own hands, even if the final order to crash the plane came from the hijackers, as opposed to the passengers, who decided to save, let's say, Washington, D.C., the White House or the Capitol, knowing what happened at the World Trade Center.

Sandy Dahl: I'm disappointed at the FBI report, because I heard something other than what they reported. And I don't understand how they came up with it.

For instance, they talk about passengers indicated that the pilots were dead and laying in the first-class section. I heard evidence to the contrary on this tape. And I don't understand why they would report that.

Wolf Blitzer: Tell us exactly what you heard.

Sandy Dahl: Oh, I can't do that. I have signed papers with the FBI saying that I wouldn't.

I just wish that they would come out and tell the truth, the FBI, with the evidence they know. I'm not saying that they're deliberately trying to he deceive. I would just like the evidence out, so that people can know what really happened. It is kind of a folktale at this point. There was a riot of passengers and crew at the end. And they did crash into the cockpit.

Wolf Blitzer: When you say you can't tell us what exactly you heard, I'm not exactly clear why they would classify that. What is the secret at this point, give that we basically know so much about what happened?

Sandy Dahl: I'm not exactly sure either. Since they came out with this report, part of it, what they want to say, it isn't clear to me why it would be a secret. I understand that Zacarias Moussaoui needs a fair trial. And I'm hoping very much he gets one.

But I don't understand why keeping this a secret -- I would think that flight attendants, pilots and the traveling public, having this knowledge, it would be to their advantage.

<http://edition.cnn.com>



Herbert Royce Lindsey,
BS CS and EE

Herbert Royce Lindsey, BS CS and EE – Former Aerospace Engineer at the NASA Marshall Space Flight Center working on the Mission Services contract for Shuttle Flight support as lead electrical engineer for payload & flight vibration analysis. Currently Telecommunications Engineer with AT&T.

- **Statement in support of Architects and Engineers petition:**

"While working at Marshall Space Flight Center, part of my job was to maintain the sensors which were attached to various metals and plastics before and after they were ran through vibration, heat, fire, cold, weight, etc. Even though my position was not one that would actually analyze the final testing, it was one that required me to be trained in the various ways fire and heat can affect metals. I would end up continuing my education at the University of Alabama in Huntsville to learn that.

In my opinion, the WTC towers (all 3 of them) show too much evidence that they were not 'Pancake Collapses'. Even if they were, the chance of 3 of them doing the identical thing was too big of a coincidence to be real. I have followed this since day one.

I also have my own radio show on Sirius Satellite Radio where my show THE RED THEATRE PROJECT is a music show which is based on the lies of 9-11. " <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

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Bogdan Dzakovic – Witness before the 9/11 Commission. 14-year Counter-terrorism expert in the Security Division of the Federal



Bogdan Dzakovic

Aviation Administration. Team Leader of the FAA's Red (Terrorism) Team, which conducted undercover tests on airport security through simulated terrorist attacks. Former Team Leader in the Federal Air Marshal program. Former Coast Guard officer.

- **Video documentary *Inside 9/11 8/21/05*:**

"What happened on Sept. 11, 2001, was not a failure in the system; it was a system that was deliberately designed to fail. And the 9/11 Commission failed in not documenting why that was allowed to happen."

<http://www.csmonitor.com/2005/0819/p12s05-altv.htm>

- **Video documentary *On Native Soil 8/21/05* :**

Regarding the 9/11 Commission "The best I could say about it is they really botched the job by not really going into the real failures. ... At worst, I think the 9/11 Commission Report is treasonous." <http://onnativesoil.com/media/stevebogdan.pdf>

- **Signatory of Petition to Release Information Pertaining to 9/11 10/5/06:** "We, the undersigned, demand the immediate declassification and release of:

- all transcripts and documents relating to the July 10, 2001 meeting that took place between former CIA Director George Tenet and then National Security Advisor, Condoleezza Rice. It has been alleged that this urgent and out-of-the-ordinary meeting was called to discuss the increasingly dire warnings of an imminent al Qaeda attack within the U.S. ...
- the redacted 28 pages of the Joint Inquiry Into The Terrorist Attacks of September 11, 2001 (JICI), and
- the CIA Inspector General's report, *CIA Accountability With Respect To The 9/11 Attacks*

The disastrous nature of the September 11, 2001 terrorist attacks warrant the release of all of this information so that the American public may learn what its government did or did not do to protect them. Had this nation been properly warned of the looming and imminent terrorist threat, life saving choices could have been made that day."

<http://www.petitiononline.com/july10>

- **Bio:** <http://www.theaviationnation.com>

Rodger A. Herbst, BAAE (Aeronautical and Astronautical Engineering), **ME** (Mechanical Engineering) – Former Flight Control (737) and Simulation (777, 787) Engineer with the Boeing Company.

- **Essay 6/12/07:** "So, why did the towers collapse? By now, almost six years later, we should have a definitive answer, but we do not. We have the American Society of Civil Engineers (ASCE) study, the Federal Emergency Management Agency Building Performance Assessment (FEMA BAP); We have the Silverstein reports, we have the 9/11 Commission Report; we have the National Institute of Standards & Technology (NIST)



Rodger A. Herbst, BAAE, ME

reports and ARUP commentary.

Although these reports vary in details, and in some cases contradict one another, what we finally have is the Official Story, quoted verbatim by the US media: the impact of commercial aircraft, and the ensuing fire caused by aircraft fuel led to the collapse of WTC 1 and 2, the North and South World Trade Center Towers, on September 11 2001. The truth of the Official Story has never been proven, but has been implicitly assumed by all of the "Official" investigation reports."

<http://www.seattle911visibilityproject.org>

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- **Member: [Scholars for 9/11 Truth](#)** Association Statement: "Research proves the current administration has been dishonest about what happened in New York and Washington, D.C. The World Trade Center was almost certainly brought down by controlled demolitions and that the available relevant evidence casts grave doubt on the government's official story about the attack on the Pentagon."
- **Member: [Pilots for 9/11 Truth](#)** Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."



Arthur L. Carran, BS Aerospace
Eng, PE

Arthur L. Carran, BS Aerospace Eng, PE – Aerospace Engineer. certified commercial pilot. Instrument Rating. Aircraft flown: Piper, Beech, and Cessna single-engine. 350 total hours flown. Licensed Professional Engineer, State of Ohio. Employed in Aerospace Engineering since 1983.

- **Statement in support of Architects and Engineers petition:** "WTC 1, 2, and 7 show that the official story is false because of the symmetrical collapse, the free-fall speed of the collapse, the pulverization of the concrete to dust, the cutting of the columns to convenient lengths, and the persistent molten pools of steel. The Pentagon event shows that the official story is false because of the improbable flight path flown by the 757. The Shanksville event shows that the official story is false because of the characteristics of the aircraft debris field."

<http://www.ae911truth.org>

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John Edward Anderson, BS ME, MS ME, PhD Astronautics, PE – Professor Emeritus of Mechanical Engineering, University of Minnesota (23 years). Former Professor of Aerospace and Mechanical Engineering, Boston University (8 years). World-renowned expert on Personal Rapid Transit (PRT) systems analysis and design. Chaired four international conferences on PRT, lectured



**John Edward Anderson, BS ME,
MS ME, PhD Astronautics, PE**

and gave courses widely in the U. S. and abroad on transit systems analysis and design. Founding President and Member, Board of Directors, [Advanced Transit Association](#) (ATRA). In his early career he worked for 12 years at the Honeywell Aeronautical Division on instrument design, autopilots, inertial navigation, and spacecraft development; and previously two years as an Aeronautical Research Scientist in the Structures Research Division, NASA, Langley Field, VA. Named Outstanding Inventor of 1989 for his patents on PRT. Fellow of the [American Association for the Advancement of Science](#), cited for his work on PRT. Licensed Professional Engineer, State of Minnesota. Author of [Transit Systems Theory](#) (1978), [Magnetohydrodynamic Shock Waves](#) (1963 M.I.T. Press).

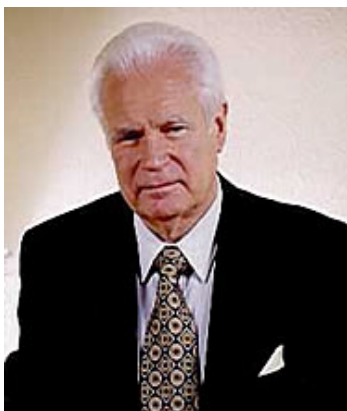
- **Statement in support of Architects and Engineers petition:**

"My own calculation showed that the buildings fell more quickly than possible considering momentum exchange in pancaking from floor to floor." <http://www.ae911truth.org>

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- **Bio:** http://en.wikipedia.org/wiki/J._Edward_Anderson



Malcolm Davis, BS Aero Eng

Malcolm Davis, BS Aeronautical Eng – One of the highest-ranked backgammon players in the world. 2003 Player of the Year, American Backgammon Tour. 1996 Backgammon World Cup Champion.

- **Statement in support of Architects and Engineers petition:**

"It is absurd to think that WTC 7 collapsed as a result of the events, as generally promoted, surrounding September 11.

It is indeed depressing to observe that a large number of United States citizens didn't even know that WTC 7 even existed." <http://www.ae911truth.org>

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Raymond A. Ciccolilli

Raymond A. Ciccolilli – Former U.S. Sky Marshal and Senior U.S. Customs Inspector. Retired from U.S. Customs and Border Protection after 33 years. Worked on almost every enforcement team within U.S. Customs.

- **Statement in support of Architects and Engineers petition:**

"I am ashamed that I spent so many years defending the borders only to now know that we are now living the most corrupt time in all of U.S. history. I had some questions in my mind about all the circumstances involved in 9/11 but it wasn't until I watched this DVD did all the pieces of the puzzle fall into place. I guess, I, too, was living in denial. No one wants to believe this, but having witnessed two jet plane crashes in the past, and watching the Trade Center buildings collapse, I know that the facts do not add up.

After viewing several other documentaries on 9/11, I am now convinced these building were deliberately destroyed. Someone has to be held accountable." <http://www.ae911truth.org>

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Slawomir M. Kozak

Slawomir M. Kozak – Former President of Polish Air Traffic Controllers Association. Former member of Polish Airports State Enterprise Employee's Council. Member of National Aviation Council. Air Traffic Controller and Tower Control Supervisor, Warsaw International Airport On Job Training Unit Chief. Member of International Aviation English Association. Journalist of aviation magazines. Aviation consultant to *National Geographic* magazine. Author of two books in Polish about the 9/11 events, [Operacja Dwie Wieże](#) (Operation: Two Towers) and [Oko Cyclopa](#) (Eye of the Cyclop).

- **Founder of 911.org.pl, the first 9/11 Truth website in Poland. 5/27/09:**

"In Poland, people are still not aware of what really happened on 11 September 2001. After a brief period of interest by the media, the reality of 9/11 is being covered up more and more every day. The memory of the attacks decline. In fact, many of us do not realize the seriousness of these events for all of us and of how the drama of 9/11 affected the lives of us all.

911.org.pl is an initiative set up to ensure that these tragic events and their consequences continue to be known. And especially so that this subject will continue to be covered despite the conspiracy of silence in the so-called mainstream media." (Translated from the original Polish text.)

- **Personal statement regarding his book, *Operation: Two Towers*:**

"The acts of September 11 deliberately destroyed the two highest towers of New York ... The entire attack, which destroyed 4 aircraft and thousands of lives, could not have succeeded without subversion of the air traffic control system.

When dealing with an air accident, the media only reports the course of the aircraft as reported by the control tower. This is a huge simplification, because the air traffic control system consists of a chain of many individual entities. But this simplified explanation has become the conventional wisdom.

I look at the events of 9/11 in the broader context. Here again, I feel that this is represented by the two towers. One, an efficient air traffic control system of thousands of workers engaged in a

serious and responsible task. And a second criminal one, hidden behind the first, acting contrary to the basic principle of air traffic control; negating the efforts of the decent people in aviation safety.

It was an evil act to turn the air traffic control apparatus, which is designed to serve and protect citizens, against them; a collusion beginning with senior authorities, through military command, the intelligence agencies, and finally the media." (Translated from the Polish.) Original version at <http://sklep.tarotnet.pl>

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Bio:** <http://www.oficy-na-aurora.pl/index.php?a=autor>
English translation: <http://translate.google.com>



T. Mark Hightower, MS ChemE

T. Mark Hightower, BS, MS ChemE – Aerospace Engineer. Former Chemical Engineer. Member, American Institute of Aeronautics and Astronautics. Member, American Institute of Chemical Engineers.

- **Statement in support of Architects and Engineers petition:**
"I woke up to the problems with the building collapses in January 2004 when I stumbled upon a web site that showed evidence that they were brought down with controlled demolition. It is clear that the buildings had help to bring them down. The collapses of WTC towers 1 and 2 were obviously far more energetic events than can be explained by some sort of progressive gravitational collapse initiated by a simple weakening of the structure by hydrocarbon fire. Here I am thinking of the tremendous dust clouds (pyroclastic flows) and the nearly free fall speed. Building 7, not hit by a plane, appears to have been a classic controlled demolition, and perfectly symmetrically executed." <http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade

Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

- **Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.



John W. Travis, MD, MPH

John W. Travis, MD, MPH – Retired pilot. Physician and author. A leading figure in the wellness movement. Physician in the U.S. Public Health Service, 1969 - 1975. In 1975, founded the first wellness center in the United States, the Wellness Resource Center. Co-founder of the [Alliance for Transforming the Lives of Children](#). Author of [Wellness Inventory](#) (1975); and co-author: [Wellness Workbook](#) (1981, 1988, 2004), [Simply Well: Choices for a Healthy Life](#) (1990, 2001), [Wellness for Helping Professionals](#) (1990), [A Change of Heart: A Global Wellness Inventory](#) (1993), [The Society of Prospective Medicine's Handbook of Health Assessment Tools](#) (1999).

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Bio:** http://en.wikipedia.org/wiki/John_Travis
- **Website:** <http://www.thewellspring.com>

Adam Shaw – Wingman for [CAPTENS](#), the French aerobatic airshow team. Commercial pilot rating for airplane, glider, helicopter, and seaplane. Instructor for single and multi-engine land, single-engine sea, instrument airplane, and aerobatic. Former Manager of International Programs, Bede Jet. Former Assistant Chief Flight Instructor, University of North Dakota Center for Aerospace Sciences. 4,300+ total hours flown. Former Instructor of Creative Writing and Journalism, Colorado Mountain College. Former Foreign Correspondent, United Press International (Paris, Brussels, Rome, Abidjan (Ivory Coast)). Former Staff Reporter, The Washington Post. Author of [Sound of Impact: The Legacy of TWA Flight 514](#) (1978). Author of the 2007 contemporary adaptation of Irwin Shaw's (his father) play *Bury the Dead*, which was first produced in 1936. See also [Marianne Maire-Shaw](#), his formation flight team leader and wife.



Adam Shaw

- **Member:** [Pilots for 9/11 Truth](http://www.pilotsfor911truth.org) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Website:** <http://www.captens.fr>



Edward A. Meyer, BS Mgmt

Edward A. Meyer, BS Mgmt – FAA Air Traffic Control Specialist. La Guardia Air Traffic Control. FAA certified airline transport pilot, certified Flight Engineer/Turbojet, and certified Flight Instructor. 3,000+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](http://www.pilotsfor911truth.org) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Member:** [Scholars for 9/11 Truth and Justice](http://www.scholarsfor911truthandjustice.org) Association Statement: "Scholars for 9/11 Truth and Justice is a non-partisan organization consisting of independent researchers and activists engaged in uncovering the true nature of the September 11, 2001 attacks."

John L. Bursill – Licensed Aircraft Maintenance Engineer (avionics) working on Boeing 737, 747 and 767 aircraft (21 years). Former Acting Battalion Intelligence/Operations Sergeant, Australian Army Infantry Reserves (10 years). One of the principle organizers of Sydney Truth Action of Australia.

- **Statement in support of Architects and Engineers petition:** "I have always had doubts about 9/11 and thought that they must have 'let it happen' but once I saw [Loose Change](http://www.loosechange.com), 2 1/2 years



John L. Bursill

ago, I was compelled to start researching the events and what I uncovered sent me on a path to activism. I was the Co-Founder of the first '11th Day of Every Month Group' in Australia and was the principal organizer of the Truth Now Tour Sydney Conference. I have recently been involved in setting up Truth Action Australia and hold the role of National Coordinator, '9/11 24/7 Until Justice' " <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

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Andreas Hedqvist, MS ME and Aerospace Eng
Aerospace Eng

Andreas Hedqvist, MS ME and Aerospace Eng – Principal Systems Engineer, European aerospace projects.

- **Member:** [Scholars for 9/11 Truth and Justice](#) Association Statement: "Scholars for 9/11 Truth and Justice is a non-partisan organization consisting of independent researchers and activists engaged in uncovering the true nature of the September 11, 2001 attacks."



James L. LaGarde

James L. LaGarde – NASA Electrical Engineering Technician. U.S. Marine Corps veteran.

- **Letter of support for Kevin Barrett, PhD:**

"The 9/11 attacks on New York and Washington was an inside job with the full knowledge of the Bush administration. Millions of Americans already know this truth in spite of the massive cover-up of our government and the corporate controlled media."

<http://www.putnampit.com>

- **Signatory of Petition of Solidarity to the Attorney General of New York for a new independent grand jury investigation of 9/11 11/19/04:**

"We the undersigned: a) think that there is ample evidence and probable cause to believe that many grave and still unresolved crimes were committed by US officials prior to, during and after the events of 9/11; b) observe that most of these apparent crimes, including but not limited to abetment of mass murder, criminal negligence, insider trading, and obstruction of justice fall well within the jurisdiction of New York's top law enforcement officials ..." <http://www.justicefor911.org>



Harold Saive

Harold Saive, BS Cardiovascular Technology – Retired Cardiovascular Technologist / Hospital Administrator with specialty in assisting clinical trials of cardiovascular interventional devices. FAA Licensed Private Pilot. Amateur Radio operator, (a.r.s., N4KWB). Military veteran and proud member of [Veterans For Peace](#).

- **Charter Member:** [Medical Professionals for 9/11 Truth](#) Association Statement:

"As medical professionals, we are trained in science and logical reasoning. We are appalled by the lack of scientific rigor and the substantial omissions and blatant distortions in the official account of 9/11 as embodied in the 9/11 Commission Report and related government documents. We join with other organizations of professionals, such as [Architects and Engineers for 9/11 Truth](#), [Pilots for 9/11 Truth](#), [Firefighters for 9/11 Truth](#), and [Lawyers for 9/11 Truth](#), and millions of individual citizens in demanding a thorough, impartial, open and transparent reinvestigation of the terrorist acts of 9/11."

- **Statement in support of Architects and Engineers petition:**

"The AE 9/11 effort has added significant credibility to the already compelling evidence for concerned Americans to demand and be

granted a complete criminal investigation into the events of 9/11/2001." <http://www.ae911truth.org>

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- **Member: [Pilots for 9/11 Truth](#)** Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Michael Herzog – FAA certified private pilot (multiengine). Talk Show Host, [Republic Broadcasting Network](#). Aircraft flown: Cessna 150, 152, 172 and 210, Piper Cherokee 140 and Warrior 151, Rockwell Twin Aero Commander. 1,500+ total hours flown.

- **Interview with Rob Balsamo 5/10/07:**

Regarding the impact at the Pentagon:

Michael Herzog: Well, Rob, I'll step right up to the plate and say for the short distance that they supposedly flew that close to the ground, I couldn't do it. I've got 1500 hours in the air and I couldn't do it.

Rob Balsamo: Yeah, I mean it would take me quite a few tries. ...



Michael Herzog

Michael Herzog: You know what? It's like anything else in this; you know, they repeat a lie often enough and the large majority of people will believe it.

Rob Balsamo: Well, not so much any more.

Michael Herzog: Well, I know and we're waking up to find out. But the thing is, that people were in shock when that happened. And even myself -- I didn't even really pay any attention to it. I thought, "OK, well there's something else." And I wasn't awake. I didn't know anything about the New World Order. I didn't know anything about any of that stuff. And it wasn't until -- I don't know, about two and a half years ago -- something like that -- that I started realizing. Then when I started looking into it and I started finding out all of the lies and the deceit. I mean there just literally -- And you know this Rob -- There's hundreds and hundreds and hundreds of lies that they've told. <http://we-dont.gotdns.org>

- **Member:** [Pilots for 9/11 Truth](http://www.pilotsfor911truth.org) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
- **Bio:** <http://www.republicbroadcasting.org>

G.W. (Jerry) Longspagh, MS
No photo available

G.W. (Jerry) Longspagh, MS Aerospace Engineering (1942 - 2006) – Retired Aerospace Engineer

- **Essay :** "[T]he debris found outside the Pentagon is inconsistent with the impact of a Boeing 757 or any aircraft of comparable dimensions. In particular, in the absence of some agency (possibly unknown to physical science) that removed the wings, there is no way to avoid the conclusion that the wings (and therefore the aircraft) were never present in the first place. In this case, no Boeing 757 struck the Pentagon building on the morning of September 11, 2001." <http://www.physics911.net>
- **Member:** [Scientific Panel Investigating Nine-Eleven](http://www.scientificpanelinvestigatingnineeleven.org) Association Statement: "We have found solid scientific grounds on which to question the interpretation put upon the events of September 11, 2001 by the Office of the President of the United States of

America and subsequently propagated by the major media of western nations."

Larry L. Erickson, MS, PhD
No photo available

Larry L. Erickson, BS Aeronautical Eng, MS Aeronautical Eng, PhD Eng Mechanics – Retired NASA Aerospace Engineer and Research Scientist. Conducted research in the fields of structural dynamics, aerodynamics, aeroelasticity and flutter. Recipient of NASA's Aerodynamics Division Researcher-of-the-Year Award. 33-year NASA career. Member, American Institute of Aeronautics & Astronautics. Instructor, Physics and Aerospace Engineering, California Polytechnic State University, San Luis Obispo 1998 - present. Author and co-author of several scientific papers on aerodynamic analysis. Contributing author to [Applied Computational Aerodynamics](#) (1990).

- **Statement in support of Architects and Engineers petition:** "Serious technical investigations by experts seem to be lacking from the official explanations." <http://www.ae911truth.org>
- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

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Peggy Chevrette – Former Operations Manager for the JetTech flight school, Phoenix, AZ, where Hani Hanjour, who allegedly piloted a Boeing 757 into the Pentagon, took flight lessons.

Marilyn Ladner – Vice President of Pan Am International Flight Academy that owned JetTech.

Peggy Chevrette
No photo available

Marilyn Ladner
No photo available

- **CBS News Article *FAA Was Alerted To Sept. 11 Hijacker* 5/10/02:**

"Months before Hani Hanjour is believed to have flown an American Airlines jet into the Pentagon, managers at an Arizona flight school reported him at least five times to the FAA, reports CBS News Correspondent Vince Gonzales.

They reported him not because they feared he was a terrorist, but because his English and flying skills were so bad, they told the Associated Press, they didn't think he should keep his pilot's license.

"I couldn't believe he had a commercial license of any kind with the skills that he had," said Peggy Chevrette, the manager for the now-defunct JetTech flight school in Phoenix."

<http://www.cbsnews.com>

- **Fox News Article *FAA Probed, Cleared Sept. 11 Hijacker in Early 2001* 5/10/02:**

"Federal aviation authorities were alerted in early 2001 that an Arizona flight school believed one of the eventual Sept. 11 hijackers lacked the English and flying skills necessary for the commercial pilot's license he already held, flight school and government officials say.

A Federal Aviation Administration inspector even sat next to the hijacker, Hani Hanjour, in one of the Arizona classes, checked records to ensure Hanjour's 1999 pilot's license was legitimate but concluded no other action was warranted, FAA officials told The Associated Press.

Hanjour is believed to have piloted the plane that crashed into the Pentagon on Sept. 11. ...

The operations manager for the now-defunct JetTech flight school in Phoenix said she called the FAA inspector that oversaw her school three times in January and February 2001 to express her concerns about Hanjour.

"I couldn't believe he had a commercial license of any kind with the skills that he had," said Peggy Chevrette, the JetTech manager. She also has been interviewed by the FBI.

Marilyn Ladner, a vice president for the Pan Am International Flight Academy that owned JetTech before it closed in the aftermath of Sept. 11, said the flight school expressed its concerns and believes the FAA official observed Hanjour's weaknesses firsthand.

"We did have skill level concerns and a bit of language fluency concern and we did mention it to our FAA training center official," Ladner said.

The FAA official "did observe Hani's limited knowledge of flying" and "did check his flight credentials. He did tell us they were valid, so he did follow up on our concern," she said. Hanjour did not finish his studies at JetTech and left the school.

FAA officials confirm their inspector, John Anthony, was contacted by Pan Am in January and February about Hanjour and, at the request of the school, checked Hanjour's commercial pilot's license to ensure it was valid.

But they said he observed nothing that warranted further action or suggested Hanjour would eventually hijack a plane. The inspector considered Hanjour just one of many students that schools routinely seek FAA reviews on, officials said.

"There was nothing about the pilot's actions to signal criminal intent at the time or that would have caused us to alert law enforcement," FAA spokeswoman Laura Brown said. ...

The FAA's Brown said Anthony was taking some of his own training at JetTech in January 2001 and coincidentally sat in the same classroom with Hanjour for one course. But she said Anthony didn't note any major language problems.

Chevrette, the flight school manager, said she told Anthony she believed Hanjour could not write or speak English fluently as required to get a U.S. commercial pilot's license.

"The thing that really concerned me was that John had a conversation in the hallway with Hani and realized what his skills were at that point and his ability to speak English," Chevrette said.

Chevrette said she was surprised when the FAA official suggested the school might consider getting a translator to help Hanjour.

"He offered a translator," Chevrette said. "Of course, I brought up the fact that went against the rules that require a pilot to be able to write and speak English fluently before they even get their license."

Chevrette said Hanjour's English was so poor that it took him five hours to complete a section of a mock pilot's oral exam that is supposed to last just a couple of hours. ...

Chevrette said she contacted Anthony twice more when Hanjour began ground training for Boeing 737 jetliners and it became clear he didn't have the skills for the commercial pilot's license.

"I don't truly believe he should have had it and I questioned that. I questioned that all along," she said." <http://www.foxnews.com>

- **Editor's note:** Despite the inclusion of a lengthy recitation of Hani Hanjour's flight training, no mention of Peggy Chevrette, Marilyn Ladner, or that they had repeatedly reported their concerns about Hani Hanjour's piloting abilities to the FAA appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* See also [Sheri Baxter](#), [Marcel Bernard](#), [Ben Conner](#) for similar evaluation of Hani Hanjour's poor piloting ability, also not mentioned in the 9/11 Commission Report.

Sheri Baxter – Flight Instructor, Freeway Airport, Bowie, MD, where Hani Hanjour, who allegedly piloted a Boeing 757 into the Pentagon, failed three times to qualify to rent a simple Cessna 172 airplane in August 2001.

Marcel Bernard – Chief Flight Instructor, Freeway Airport.

Ben Conner – Flight Instructor, Freeway Airport.

Sheri Baxter
No photo available

Marcel Bernard
No photo available

Ben Conner
No photo available

- ***Prince George's Journal (Maryland) Article 9/18/01:***

"Marcel Bernard, the chief flight instructor at the airport, said the man named Hani Hanjour went into the air in a Cessna 172 with instructors from the airport three times beginning the second week of August [2001] and had hoped to rent a plane from the airport. ...

Hanjour had his pilot's license, said Bernard, but needed what is called a 'check-out' done by the airport to gauge a pilot's skills before he or she is able to rent a plane at Freeway Airport, which runs parallel to Route 50.

Instructors at the school told Bernard that after three times in the air, they still felt he was unable to fly solo and that Hanjour seemed disappointed ...

Hanjour had 600 hours listed in his log book, Bernard said, and instructors were surprised he was not able to fly better with the amount of experience." The *Prince George's Journal* archives are no longer available online. However, this article is quoted in numerous sources, including Webster Tarpley's [9/11 Synthetic Terror: Made in USA](#) which can be read online [here](#).

- ***Newsday Article Tracing Trail of Hijackers 9/23/01:***

"At Freeway Airport in Bowie, Md., 20 miles west of Washington, flight instructor Sheri Baxter instantly recognized the name of alleged hijacker Hani Hanjour when the FBI released a list of 19 suspects in the four hijackings. Hanjour, the only suspect on Flight 77 the FBI listed as a pilot, had come to the airport one month earlier seeking to rent a small plane.

However, when Baxter and fellow instructor Ben Conner took the slender, soft-spoken Hanjour on three test runs during the second week of August, they found he had trouble controlling and landing the single-engine Cessna 172. Even though Hanjour showed a federal pilot's license and a log book cataloging 600 hours of flying experience, chief flight instructor Marcel Bernard declined to rent him a plane without more lessons." archived at <http://web.archive.org>

- **Editor's note:** Despite the inclusion of a lengthy recitation of Hani Hanjour's flight training, no mention of Sheri Baxter, Marcel Bernard, or Ben Conner or their concerns about Hani Hanjour's piloting abilities appears in the 9/11 Commission's "*full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks*." See also [Peggy Chevette](#) and [Marilyn Ladner](#) for similar evaluation of Hani Hanjour's poor piloting ability, also not mentioned in the 9/11 Commission Report.

Darrell T. Hambley, BS EE, PE – Senior Principal Engineer, Airborne Electronics Systems. Expertise in aircraft power systems. Licensed

Darrell T. Hambley, BS EE, PE
No photo available

Professional Electrical Engineer, State of Washington. Practicing engineering for 29 years.

- **Statement in support of Architects and Engineers petition:**
"The cause of WTC Building 7's collapse per the "single point failure" article [NIST] did not show how the forces were transmitted through the truss members from the supposed column on the east side of the building (the initiating event) through to the other columns which were several hundred feet away. The article mentions progressive failures from this initial event, however the video of the collapse shows no such progression. Each and west sides fell simultaneously."
<http://www.ae911truth.org>

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William José Blanch, BS Aerospace Eng
No photo available

William José Blanch, BS Aerospace Eng – Aerospace Controls Engineer previously employed at NASA Ames Research Center and Lockheed Martin.

- **Statement in support of Architects and Engineers petition:**
"As a Controls Engineer I worked with Angular Momentum and I just couldn't understand how the vector of the collapse was perpendicular to the ground and straight down center of the buildings. The expansion of the trusses would need to be "linear" for this collapse vector to be possible."
<http://www.ae911truth.org>

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Edmond "Monty" John Forbes,
BS Eng, PE
No photo available

Edmond "Monty" John Forbes, BS Eng, PE – Retired Licensed Professional Electrical Engineer, State of New Hampshire. Over 50 year career in electrical and aeronautical engineering.

- **Statement in support of Architects and Engineers petition:**

"Was graduated U of Manitoba (Can.) 1950. Started career at Can. Gen Electric (Toronto) Commercial Communications. Then in 1953 to RCA Commercial Communications, Camden, NJ, design & install long haul systems Mil AUTODIN, pipeline, rail, Broadcast TV network systems.

In 1981 joined MITRE Corp, Bedford MA as Lead Systems Engineer, design and acquisition, integration/test airborne Wide Body Presidential assets. This extended to Special Service classified systems in both fixed wing & rotary wing platforms until my retirement in 2004.

This career was far beyond "EE". I was fortunate to develop expertise in fields of Aeronautical Engineering particularly Vibro Acoustic damage on trans-sonic applications and damage mitigation from nuclear events.

True, both WTC 1 & 2 , North & South structures were impacted by commercial "757's" killing innocent passengers, crew & hijackers along with occupants in the building floors at point of impact. The devastation and human loss beyond the impact site was due to other influences because of the proven design and features of the Towers.

The temperatures in the impact areas due to burning Jet-A fuel and the office furnishings and business tools could NOT rise to the level of 3000-4000 deg. F necessary to deform and fail structural steel joints and the total collapse of the structures.

Such "failure" could only be caused by man-made features of pyro-technical assets pre-placed by "outsiders". Look at the destruction of WTC 7. No aircraft or heavy debris collateral from the Towers struck that building.

All destruction was in the classical method of building REMOVAL to make way for new assets." <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

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Bruce C. Jenkins, BS
No photo available

Bruce C. Jenkins, BS – Aeronautical Engineer. Design Engineer on several upper stage and satellite structures including satellite boosters and aircraft fuselage. Participated in mid air retrieval of "Spy Satellite" (Corona Program) with C-130 Aircraft while with Lockheed Missiles & Space Corp and Aerospace Corp.

- **Statement in support of Architects and Engineers petition:** "It is beyond engineering comprehension that the WTC buildings could have collapsed by any other means than a controlled demolition." <http://www.ae911truth.org>
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James Ireland, MS Aero Eng
No photo available

James Ireland, MS Aeronautical Eng

- **Statement in support of Architects and Engineers petition:**
"Initially, after seeing footage of the flight 93 crash site I became concerned as it did not seem to match that of an airliner crash site which happened under similar (or any) circumstances. Further researching sites such as this showed that there are numerous widespread discrepancies in all the attacks between the "official story" and from what any engineer/scientist or even the lay person with a bit common sense could deduct."
<http://www.ae911truth.org>

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Melissa Allin, BS Aerospace
Eng, PE
No photo available

Melissa Allin, BS Aerospace Eng, PE – Licensed Professional Engineer, State of Oklahoma. Over 15 years experience in mechanical design, pumping systems and fluid systems design, design analysis, stress analysis and modeling, fatigue analysis and modeling, large-scale testing, and metallurgical aspects of carbon, alloy, and stainless steels.

- **Statement in support of Architects and Engineers petition:**
"I have spent five years researching and discussing the events of 9/11. The reason I would like to sign this petition for a new investigation is due to the unanswered questions, informational gaps, inconsistencies and discrepancies of the 9/11 Commission Report in general, and because of the unacceptable work of the NIST in investigating the collapse of the towers specifically.

The tragedy of 9/11 and the mass of civilian deaths that occurred that day demand a proper investigation, unbiased fact-seeking, and full-disclosure. The American people have been charged \$16 million by the NIST and received nothing of value in return for that price. I would lose my engineering license if I pulled that stunt." <http://www.ae911truth.org>

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Robert T. Giles – FAA certified Ground Instructor and private pilot.

- **Statement in support of [Pilots for 9/11 Truth](#) petition to U.S. Congress calling for a new investigation of 9/11:**

"In my opinion, 911 was an inside job. Irrefutable evidence

Robert T. Giles
No photo available

implies inside job. Must be investigated."
<http://www.petitiononline.com/911dvds>

- **Signatory: [Pilots for 9/11 Truth](#) petition to U.S. Congress calling for a new investigation of 9/11:**

"There are many Americans who feel that there are too many unanswered questions regarding the events of 9/11. We request that the investigation be reopened.

We feel that the 911 Commission did not go far enough, nor ask the tough questions necessary to get to the truth. We are requesting the investigation be reopened and that the mission this time be to find the truth, the whole truth, with no stone left unturned. ... " <http://www.petitiononline.com/911dvds>

Marc Graziani, B.Eng (Aerospace Eng)
No photo available

Marc Graziani, B.Eng (Aerospace Eng) – Design and commissioning of water treatment systems.

- **Statement in support of Architects and Engineers petition:**

"Airplanes are designed to burn their fuel at as high of a temperature as possible, for maximum efficiency. Jet fuel can not melt titanium or structural steel, let alone vaporize it. To suggest so is absurd." <http://www.ae911truth.org>

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Lynn B. Jenson, BA Japanese – Systems Engineer and Project Manager, Tactical Fighter Program, Northrup Grumman.

Lynn B. Jensen, BA
No photo available

- **Statement in support of Architects and Engineers petition:**

"As a practicing engineer on high-tech programs for 30 years and as a former intelligence agency consultant, I feel that the official story does not represent the facts available. An independent investigation with full Congressional backing might lead us closer to the truth behind this monstrous crime and brazen imposture upon scientific credibility." <http://www.ae911truth.org>

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Mike Maguire, MS Aeronautical
and Mechanical Eng
No photo available

Mike Maguire, MS Aeronautical and Mechanical Eng – Licensed Professional Mechanical Engineer, State of California. 18 years experience at Lawrence Livermore National Laboratory, including 3 years as the lead Mechanical Engineer for the High Explosive Application Facility (HEAF).

- **Statement in support of Architects and Engineers petition:**

"It is my belief that WTC 1 and 2 were taken down by non-conventional controlled demolition in which the buildings were exploded from the top down and the large core columns were cut using thermite.

WTC 7 was taken down by a classic implosion demolition. All three buildings could not have collapsed/pancaked while falling in on themselves at near free fall speed."

<http://www.ae911truth.org>

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Brett M. Hoffstadt, MS Aero Eng
No photo available

Brett M. Hoffstadt, BS Aeronautical and Aerospace Eng, MS Aerospace Eng – Aerospace Engineer. Senior Member, American Institute of Aeronautics and Astronautics. Almost twenty years experience in aerospace engineering.

- **Statement in support of Architects and Engineers petition:**

"WTC 7 had no logical or physical reason to collapse as it did. That event deserves an honest investigation and explanation."

<http://www.ae911truth.org>

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account of the circumstances surrounding the September 11, 2001 terrorist attacks." Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

Scott Nigel Hudson, B Eng
No photo available

Scott Nigel Hudson, B Eng – Aeronautical Stress Engineer experienced with flight control actuators for helicopter and U.A.V. applications and aircraft landing gear design.

- **Statement in support of Architects and Engineers petition:**
"Theoretical impossibility for a steel-framed sky-scraper to collapse symmetrically into its own footprint at free-fall speed due to office fires, while looking exactly like a controlled demolition."
<http://www.ae911truth.org>
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David Alain Sumner
No photo available

David Alain Sumner – FAA certified Airframe and Powerplant Mechanic, working at Newark International Airport on September 11th, 2001.

- **Statement in support of Architects and Engineers petition:**
"I witnessed WTC Tower 1 and WTC Tower 2 burning after impact of second aircraft from Hillside, New Jersey. The thought that these buildings might collapse never entered my mind at the time. The evidence presented by the Architects & Engineers for 9/11 Truth leaves no doubt in my mind that these buildings were brought down by controlled demolition."
<http://www.ae911truth.org>

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Chris James Gordon
No photo available

Chris James Gordon – Aircraft Maintenance Engineer at a major floatplane operation.

- **Statement in support of Architects and Engineers petition:**

"I studied Aerodynamics, Chemistry, Fluid mechanics, Physics and Aircraft Structural engineering. Many of the facts presented in the mainstream media do not seem factual to me. The science as presented is very flawed and leans towards poor science fiction." <http://www.ae911truth.org>

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Chris Ochs
No photo available

Chris Ochs – FAA certified Airframe and Powerplant Mechanic.

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Dewey Pike
No photo available

Dewey Pike – Retired FAA Electronics Technician.

- **Statement in support of Architects and Engineers petition:** "I've watched just about every movie and film clip that has been posted on the Internet and I am absolutely convinced that 9/11 was an inside job, orchestrated by the Bush / Cheney White House, the CIA, and the FBI with the aid of Israel. Professor [Stephen Jones](#) analysis of the use of thermite to aid in the destruction of WTC-1, WTC-2 and WTC-7 is indisputable. We have a sick government." <http://www.ae911truth.org>
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Doug Hayner
No photo available

Doug Hayner – FAA certified Airframe and Powerplant Mechanic. 35 years experience.

- **Statement in support of Architects and Engineers petition:** "Evidence available through '9/11 mysteries' and 'Loose Change', among others, provide unequivocal and compelling proof that WTC 1,2,&7 were demolished rather than brought down by fire." <http://www.ae911truth.org>
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Charles A. Eady
No photo available

Charles A. Eady – FAA certified Airframe and Powerplant Mechanic. FAA certified private pilot.

- **Statement in support of Architects and Engineers petition:** "Opinion/question, how does failure of the 77+ floor jeopardize the integrity of the 20, 30 or 50 below it to make for a total collapse?" <http://www.ae911truth.org>

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Sue McCarthy
No photo available

Sue McCarthy – Flight Attendant.

- **Statement in support of Architects and Engineers petition:** "I am a flight attendant and was at home watching the news the entire day of 9/11. I immediately knew something was amiss when those huge towers fell at free-fall speed into their own footprint. I have no degree, no expertise to speak of other than my own eyes and a little common sense and I knew there was something wrong. I work with intelligent, degreed professionals that didn't see past the terror of that day to ask questions. I want everyone to know the truth." <http://www.ae911truth.org>

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Jeffrey Moskin, BS EE
No photo available

Jeffrey Moskin, BS EE – FAA certified Flight Instructor. Pilot for over 40 years. Retired Electronics Engineer.

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- **Member [Scholars for 9/11 Truth](#):** Association Statement:
"Research proves the current administration has been dishonest about what happened in New York and Washington, D.C. The World Trade Center was almost certainly brought down by controlled demolitions and that the available relevant evidence casts grave doubt on the government's official story about the attack on the Pentagon."

Eric A. Newcom
No photo available

Eric A. Newcom – Senior Aerospace Technician, Boeing 22 years. Worked on heads-up advanced displays and holographic testing. Experienced with Grumman F-14 Tomcat fighter, McDonnell Douglas F-15 Eagle fighter, Northrop Grumman B-2 Spirit stealth heavy bomber radar, Saab JAS 39 Gripen fighter heads-up display, and McDonnell Douglas AH-64 Apache attack helicopter photo CVD hot goggle. Also experienced with high reliability titanium spacecraft propellant distribution lines for various spacecraft including NASA Goes and GPS vehicles.

- **Statement in support of Architects and Engineers petition:**

"I personally have researched 9/11 from conception, I lost two very close co-workers on Flight 77 - Pentagon."

<http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

- **Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

- **Signatory of Petition of Solidarity to the Attorney General of New York for a new independent grand jury investigation of 9/11 11/19/04:** "We the undersigned: a) think that there is ample evidence and probable cause to believe that many grave and still unresolved crimes were committed by US officials prior to, during and after the events of 9/11; b) observe that most of these apparent crimes, including but not limited to abetment of mass murder, criminal negligence, insider trading, and obstruction of justice fall well within the jurisdiction of New York's top law enforcement officials ..." <http://www.justicefor911.org>

Robert T. Fischer – FAA certified pilot and Aircraft Mechanic (A&P).

Robert T. Fischer
No photo available

- **Statement in support of Architects and Engineers petition:**

Regarding 9/11 "There are many lines of evidence to conclude that explosive demolition of all three buildings was a reality. The simplest and most convincing is the free-fall acceleration of the collapsing buildings. Simple High School level physics is all one needs to understand this.

Although I am not a member of the civil engineering or architectural professional community, I have trained and had careers in technical fields. The evidence presented by both Richard Gage and Professor Jones is so straightforward that professional status is not a requirement to understanding these facts. Their extreme competence and courage are to be commended." <http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7." <http://www.ae911truth.org/joinus.php>

- **Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.
- **Member:** [Scholars for 9/11 Truth and Justice](#) Association Statement: "Scholars for 9/11 Truth and Justice is a non-partisan organization consisting of independent researchers and activists engaged in uncovering the true nature of the September 11, 2001 attacks."

Winston Ernst, B Aero Eng
No photo available

Winston Ernst, B Aerospace Eng – Mechanical Engineer. Private pilot.

- **Member:** [Scholars for 9/11 Truth and Justice](#) Association Statement: "Scholars for 9/11 Truth and Justice is a non-partisan organization consisting of independent researchers and activists engaged in uncovering the true nature of the September 11, 2001 attacks."

Joseph F. Hamilton, III, BS No photo available	Joseph F. Hamilton, III, BS Aviation Technology/Avionics – FAA certified Airframe and Powerplant Mechanic for 25 years with Inspection Authorization for 12 years. FAA certified Private Pilot. • Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
Mike Aybar No photo available	Mike Aybar – Aircraft Maintenance Technician. Crew Chief, American Airlines. • Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
Greg Stone No photo available	Greg Stone – Flight Attendant, American Airlines. 31-year career. • Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."
Naomi Watson No photo available	Naomi Watson – Flight Attendant, Delta Airlines. • Member: Pilots for 9/11 Truth Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus

concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Shannon Sheridan
No photo available

Shannon Sheridan – Former Flight Attendant with Continental Airlines (IAH, LAX) and American Airlines (JFK, DFW). Corporate Flight Attendant with Fidelity National Title in Lockheed Jetstar. Private Pilot. Aircraft flown: Cessna 172.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

James Martin
No photo available

James Martin – Aerospace QA Inspector. 20 plus years experience in military and civil aerospace structures as both a structural mechanic and inspector.

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

<http://www.ae911truth.org/joinus.php>

- **Editor's note:** WTC Building 7 was 610 feet tall, 47 stories. It would have been the tallest building in 33 states. Although it was not hit by an airplane, it completely collapsed into a pile of rubble in less than 7 seconds at 5:20 p.m. on 9/11, seven hours after the collapses of the Twin Towers. However, no mention of its collapse appears in the 9/11 Commission's *"full and complete account of the circumstances surrounding the September 11, 2001 terrorist attacks."* Watch the collapse video [here](#). And six years after 9/11, the Federal government has yet to publish its promised final report that explains the cause of its collapse.

Matthew Alan Heiser
No photo available

Matthew Alan Heiser – Avionics Technician. Student pilot.

- **Statement in support of Architects and Engineers petition:**

"From other disastrous encounters with planes and high rises, or even the fact that a high rise gets engulfed with flames more intense than the flames on 9/11, yet the buildings that suffered more still stood. How sprites were evident as building was collapsing on all buildings, even WTC7."

<http://www.ae911truth.org>

- **Signatory: Petition requesting a reinvestigation of 9/11, signed by more than 1,500 Architects and Engineers:**

"On Behalf of the People of the United States of America, the undersigned Architects and Engineers for 9/11 Truth and affiliates hereby petition for, and demand, a truly independent investigation with subpoena power in order to uncover the full truth surrounding the events of 9/11/01 - specifically the collapse of the World Trade Center Towers and Building 7. We believe that there is sufficient doubt about the official story and therefore that the 9/11 investigation must be re-opened and must include a full inquiry into the possible use of explosives that may have been the actual cause behind the destruction of the World Trade Center Towers and WTC Building 7."

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Chris Draus
No photo available

Chris Draus – Flight Attendant, Horizon Air (Alaska Air Group), flying on Canadair Bombardier Q200, Q400, and CRJ 700.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Jacob Suijk – Dutch civil Air Traffic Controller. Pilot: 500+ total hours flown.

Jacob Suijk
No photo available

- **Personal statement of support for Pilots for 9/11 Truth:**

"Now more then 7 years hoping for change; it's time to join."

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Dale Netley
No photo available

Dale Netley – Airframe and Engine Technician with Coastal Pacific Airlines, Air British Columbia, and Air Canada Jazz. Two years served in the Canadian Armed Forces.

- **Personal statement of support for Pilots for 9/11 Truth:**

"At eighteen years of age I was trained in the Canadian Armed Forces as a Vehicle Tech. I served my country proudly, with First Service Battalion. Throughout my working life I have been employed continuously in fields of expertise directly related to mechanical repair; both land based equipment and aeronautical. I have been employed as an Aircraft Maintenance Technician for the past twenty-two years."

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Tamara Pearce
No photo available

Tamara Pearce – Flight Attendant with Pan American and United Airlines.

- **Personal statement of support for Pilots for 9/11 Truth:**

"I am committed to those being held responsible who carried out these atrocities against our Nation."

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus

concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Mike Banks
No photo available

Mike Banks – Aerospace Design Engineer, working for Airbus, GKN Aerospace. Smiths Ind, Eurocopter UK, and BN Aviation. 23 Years design experience within the aerospace industry

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Keenan Evams
No photo available

Keenan Evams – Aviation mechanic with Civil Aviation Academy Ltd.

- **Personal statement of support for Pilots for 9/11 Truth:**
"I want the truth!"
- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

J. Sagara
No photo available

J. Sagara – Private Pilot. FAA certified Flight Instructor. 2,600+ total hours flown.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Paul Maxwell
No photo available

Paul Maxwell – Vintage aircraft restorer. Helicopter support crew. Part 91 and 135 management. Airshow ramp crew. I have helped work on mostly warbirds and helicopters (everything from North American P-51 Mustang to Boeing B-29; and Bell 206 JetRanger and Hughes 500 helicopters, etc.) along with some GA stuff (Cessna, Beechcraft, etc. All airworthy.) As a result, I am lucky to have many hours of stick time in many types, including single and multi engine, tailwheel and helicopter. Also about 3 hours of full-motion simulator time on McDonnell Douglas DC-9 and Lockheed L-1011.

- **Member:** [Pilots for 9/11 Truth](#) Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

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PILOTS FOR 9/11 TRUTH

[Pilots for 9/11 Truth](#) is an association of more than 60 pilots and aviation professionals dedicated to determining the truth about 9/11.

Association Statement: "Pilots for 9/11 Truth is an organization of aviation professionals and pilots throughout the globe that have gathered together for one purpose. We are committed to seeking the truth surrounding the events of the 11th of September 2001. Our main focus concentrates on the four flights, maneuvers performed and the reported pilots. We do not offer theory or point blame. However, we are focused on determining the truth of that fateful day since the United States Government doesn't seem to be very forthcoming with answers."

Editor's note: In August 2006, Pilots for 9/11 Truth received from the National Transportation and Safety Board (NTSB) a copy of the Flight Data Recorder (FDR) data of Flight 77, which, according to the official account, hit the Pentagon.

The association conducted a professional analysis of the data and has concluded, "The information provided by the NTSB does not support the 9/11 Commission Report of American Airlines Flight 77 impact with the Pentagon."

Most notably, the altitude of Flight 77 upon reaching the Pentagon was more than 200 feet too high to have impacted the building. At this altitude it could also not have downed the five light poles, as reported, nor could it have been the aircraft shown in the stop-action photos of the impact at the Pentagon, provided by the Defense Department.

Additionally, the FDR data reveals the path taken by Flight 77 as it approached the Pentagon differs significantly from the official account, in that it approached the Pentagon from north of the Navy Annex and CITGO gas station, considerably north of the official account. This more northerly approach is corroborated by the testimony of Pentagon Police Officers [Sgt. Chadwick Brooks](#) and [Sgt. William Lagasse](#), who were on duty at or near the CITGO gas station on 9/11 and who were eyewitnesses to the impact. The [PentaCon](#) documentary recorded the testimony of these two officers and several other witnesses who also corroborate this flight path.

This more northerly flight path is also inconsistent with the swath of destruction inside the Pentagon, which runs from the southwest to northeast, as reported in the [Pentagon Building Damage Report](#). The more northerly flight path is also inconsistent with Flight 77 downing the five light poles. See the association's one-hour [video documentary](#) and [press release](#) for more details.

PILOTS FOR 9/11 TRUTH MEMBERS

(For more details on members, please [click here](#).)

Robert Balsamo, Co-founder – Commercial airline pilot (See [individual citation](#) above.)

Capt. Russ Wittenberg – Retired commercial airline pilot and military pilot (See [individual citation](#) above.)

Capt. Ross Aimer, BS Aeronautics – Retired commercial airline pilot

John Lear – Retired commercial airline pilot (See [individual citation](#) above.)

Lt. Col. Jeff Latas, U.S. Air Force (ret) – Commercial airline pilot. Retired U.S. Air Force fighter pilot. Former Weapons Requirements Officer, USAF HQ, Pentagon (See [individual citation](#) above.)

Lt. Col. Guy S. Razer, MS, U.S. Air Force (ret) – Retired U.S. Air Force fighter pilot. Former Fighter Weapons School Instructor and NATO Tactical Leadership Program Instructor (See [individual citation](#) above.)

Lt. Col. Field McConnell, U.S. Air National Guard (ret) – Retired commercial airline pilot. Graduate U.S. Naval Academy. Retired U.S.

Marine Corps and U.S. Air National Guard pilot.

Capt. Paul Ashley Trood – Commercial airline pilot (Australia) (See [individual citation](#) above.)

Jim Mustanich – Commercial airline pilot (See [individual citation](#) above.)

Commander Ted Muga, U.S. Naval Reserves (ret) – Retired commercial airline pilot. Retired U.S. Navy aviator. Naval Aviator (See [individual citation](#) above.)

Lt. Col. Robert Bowman, PhD, U.S. Air Force (ret) – Former U.S. Air Force fighter pilot. Former Head of the Department of Aeronautical Engineering and Assistant Dean at the U.S. Air Force Institute of Technology. Director of Advanced Space Programs Development under Presidents Ford and Carter (See [individual citation](#) above.)

John Panarelli – Commercial airline pilot. Former U.S. Air Force pilot (See [individual citation](#) above.)

Lt. Col. Shelton F. Lankford, U.S. Marine Corps (ret) – Retired U.S. Marine Corps fighter pilot (See [individual citation](#) above.)

Dennis Spear, U.S. Army (ret) – Commercial pilot. Retired U.S. Army pilot (See [individual citation](#) above.)

Scott Burley – First Officer, United Airlines. 22 Years. Aircraft flown: Lockheed 747-400

Bill Credle – Aviation Maintenance Technician, American Airlines. 17 years

Tony Ryan, Warrant Officer, Royal Australian Air Force (ret) – Flight Engineer on Lockheed C130A, E, and H Hercules and Boeing 707. Flight Engineer, Cathay Pacific Airways. Aircraft flown: Lockheed L-1011 TriStar and Boeing 747-200, 747-300 and 747-200F. 10000+ total hours flown. Australian Private Pilot License. Aircraft flown: Cessna 150, 152, 172, 172RG and Piper Archer. 300 hours flown.

Alfons Olszewski – Former . U.S. Army Aircraft Maintenance Crew Chief. Co-founder of [Veterans For 9/11 Truth](#) (See [individual citation](#) above.)

Col. George Nelson, MBA, U.S. Air Force (ret) – FAA certified commercial pilot. FAA certified Airframe and Powerplant Mechanic. Retired U.S. Air Force aircraft accident investigator and aircraft maintenance activities (See [individual citation](#) above.)

Larry Patriarca – Former U.S. Navy Aviation Structural Mechanic Coordinator for [Central Massachusetts 9/11 Truth Alliance](#) (See [individual citation](#) above.)

Capt. Steve Nieman – Commercial airline pilot (See [individual citation](#) above.)

Joel M. Skousen – Commercial pilot. Former U.S. Marine Corps fighter pilot (See [individual citation](#) above.)

Col. Michael Harley, U.S. Air Force (ret) – Retired Chief of Standardization of a Strategic Air Command Wing. Command pilot and U.S. Air Force accident investigator (See [individual citation](#) above.)

Mathias Frey – Commercial pilot (Switzerland) (See [individual citation](#) above.)

Jeff Dahlstrom, U.S. Air Force – Former U.S. Air Force pilot (See [individual citation](#) above.)

Capt. Joe H. Ferguson, U.S. Air Force (ret) – Retired commercial airline pilot. Retired U.S. Air Force pilot (See [individual citation](#) above.)

William Reyes – Commercial pilot. Former U.S. Navy officer. (See [individual citation](#) above.)

Commander Ralph Kolstad, U.S. Navy (ret) – Retired commercial airline pilot. Retired U.S. Navy fighter pilot (See [individual citation](#) above.)

Capt. Omar Pradhan, U.S. Air Force – Former AWACS command pilot. Former Flight Instructor, U.S. Air Force Academy (See [individual citation](#) above.)

Jared Eastley – Business Charter and Air Ambulance Pilot (See [individual citation](#) above.)

Mike Aybar – Aircraft Maintenance Technician. Crew Chief, American Airlines (See [individual citation](#) above.)

James Edward Forst – Graduated from UND summa cum laude December 2006. Degree in Commercial Aviation and Aviation Management

Hamish Brannan – Former UK air defense ground environment (UKADGE) RADAR technician. Former instructor for the Ministry of Defence (MOD) for primary and secondary ground radar systems, Air Traffic Control and airborne systems, including radio. (See [individual citation](#) above.)

Didier "Jay" Weenen – Retired Belgian Air Force pilot. (See [individual citation](#) above.)

Peter Rapp – Commercial pilot (Austria). (See [individual citation](#) above.)

Erin Myers – Former U.S. Army Aviation Mechanic. FAA certified Airframe and Powerplant Mechanic. Private pilot. Experimental aircraft builder (See [individual citation](#) above.)

Sean Dulac – Private Pilot

Christina Merrick – Commercial airline pilot (See [individual citation](#) above.)

Dave Kisor, MA – Former U.S. Navy Aviation Electrician (See [individual citation](#) above.)

Slawomir M. Kozak – Former President of Polish Air Traffic Controllers Association. Former member of Polish Airports State Enterprise Employee's Council. Member of National Aviation Council (See [individual citation](#) above.)

Timothy Young – Commercial pilot. FAA certified Airframe and Powerplant Mechanic. Aircraft owner & Aviation business operator (See [individual citation](#) above.)

Greg Stone – Flight Attendant (See [individual citation](#) above.)

Michael Herzog – FAA certified private pilot (multiengine). Talk Show Host [Republic Broadcasting Network](#) (See [individual citation](#) above.)

Rodger Herbst, BAAE (Aeronautical and Astronautical Engineering), **ME** (Mechanical Engineering) – Former Flight Control (737) and Simulation (777, 787) Engineer with the Boeing Company (See [individual citation](#) above.)

Jeff Beck – Commercial pilot (See [individual citation](#) above.)

Craig Hill – Post Solo Student Pilot. Founder of the Green Party of Vermont

Fredrick W. Harvey – Pilot. Awarded Silver Star, Bronze Star, and Three Purple Hearts (See [individual citation](#) above.)

John W. Travis, MD, MPH – Retired pilot. Physician and author (See [individual citation](#) above.)

Lisa Long – Private Pilot. Single Engine Land

Arthur L. Carran, BS Aerospace Eng, PE – Aerospace Engineer. certified commercial pilot. Instrument Rating. Aircraft flown: Piper, Beech, and Cessna single-engine. 350 total hours flown. Licensed Professional Engineer, State of Ohio. (See [individual citation](#) above.)

Harold Saive – Private Pilot. Single Engine Land

Capt. Keith West – Retired Pilot with Continental Airlines (See [individual citation](#) above.)

Daniel G. Martinez – Former U.S. Army Aviation Mechanic, working on Sikorsky EH-60 and UH-60 Black Hawk Helicopters and Turbine Engines. FAA certified Airframe and Powerplant Mechanic with 18 years experience. Recent civilian service in Iraq. (See [individual citation](#) above.)

Capt. Pieter Lathuy – Commercial airline pilot for Emirates Airline, flying Airbus A330/A340. Former Fighter Pilot, Belgian Air Force, flying General Dynamics / Lockheed Martin F-16 Fighting Falcon. (See [individual citation](#) above.)

Adam Shaw – Wingman for [CAPTENS](#), the French aerobatic airshow team. Commercial pilot rating for airplane, glider, helicopter, and seaplane. Instructor for single and multi-engine land, single-engine sea, instrument airplane, and aerobatic. Author of *Sound of Impact: The Legacy of TWA Flight 514* (See [individual citation](#) above.)

Gordon Price – Retired commercial airline pilot with Air Canada, flying Boeing 747-400, 36 years. Former Fighter Pilot, Royal Canadian Air Force, flying CF-104 fighters. 6 years. (See [individual citation](#) above.)

Jacob Moncrief – Commercial airline pilot for ExpressJet Airlines. (See [individual citation](#) above.)

Naomi Watson – Flight Attendant - Delta Airlines. (See [individual citation](#) above.)

James M. Craven – FAA certified commercial pilot, Instrument. FAA certified Ground Instructor (Advanced and Instrument). Professor of Economics and Chairman, Business Division, Clark College (Vancouver, WA). (See [individual citation](#) above.)

Capt. R. Bruce Sinclair – Commercial airline pilot, flying Boeing 737, Airbus A300-B4, and Beech King Air B200 (medevac air ambulance) (See [individual citation](#) above.)

Ronald E. Larsen, PhD Applied Physics and Materials Science – Commercial pilot. (See [individual citation](#) above.)

Richard Rogers – Avionics maintenance technician. Worked on integrated avionics systems on General Dynamics / Lockheed Martin F-16 Fighting Falcon and Fairchild - Republic A-10 Thunderbolt II (aka "Warthog"). U.S. Air Force veteran. 10-year military career. (See [individual citation](#) above.)

Capt. Donald D. Halpenny – Retired commercial airline pilot, American Airlines, TWA, and Ozark Airlines. (See [individual citation](#) above.)

J. Randall Reinhardt, JD – FAA certified commercial airline Pilot. FAA certified Flight and Ground Instructor. Attorney. 30 years experience practicing trial law, with a concentration in aviation related litigation and aircraft accident investigation. (See [individual citation](#) above.)

Ted Williams, MA – Commercial airline pilot. Aircraft flown: Fokker F27 Friendship turbojet, Short Brothers SD3, Piper PA-31T Cheyenne. 4,200+ total hours flown. (See [individual citation](#) above.)

Richard Kleiner – Retired commercial airline pilot. FAA certified Flight Instructor. Aircraft flown: Boeing 707, 717, 720, 727. Lockheed L-49, L-1329. British Aerospace BAe-125 (Hawker Siddeley HS-125). Martin 202, 404. 6800+ total hours flown. (See [individual citation](#) above.)

Ralph C. (Ted) Bohne III – FAA certified commercial pilot for both helicopter and airplane (single-engine, multi-engine, instrument, land, and sea). 2,000+ total hours flown. (See [individual citation](#) above.)

Marianne Maire-Shaw – Commercial pilot (France). Seven-time French Aerobatic Champion. Aerobatic Flight Instructor. Leader of CAPTENS, a two-plane formation flight team. Member of the French Aerobatic Team for 15 years. 4,900+ total hours flown. (See [individual citation](#) above.)

Shannon Sheridan – Former Flight Attendant with Continental Airlines (IAH, LAX) and American Airlines (JFK, DFW). Corporate Flight Attendant with Fidelity National Title in Lockheed Jetstar. Private Pilot. Aircraft flown: Cessna 172. (See [individual citation](#) above.)

Michael Masters – Commercial airline pilot. FAA certified Flight Instructor. Experience includes air taxi, commercial operations, and air ambulance. Aircraft flown: King Airs 90, 100, and 200. 5,000+ total hours flown. (See [individual citation](#) above.)

Terry E. Phillips – FAA certified commercial airline pilot. Aircraft flown: Boeing 727, Airbus A320, LearJet, Dassault DA-10 Falcon 10, Cessna Citation CE-500, CE-560. 18,900 total hours flown. 41- year career. (See [individual citation](#) above.)

Maj. Charles E. Dills, PhD, U.S. Air Force Reserves (ret) – World War II fighter pilot. Professor Emeritus of Chemistry, California Polytechnic State University, San Luis Obispo. (See [individual citation](#) above.)

A. Erhard – Senior First Officer Boeing 747-400. German Aerobatic Pilot and Flight Instructor. 5,200 total hours flown. (See [individual citation](#) above.)

Guido Fontana – FAA certified commercial pilot. Instrument, Single & Multi-engine Land. Single engine Sea. Aircraft flown: Cessna 337 Skymaster, Cessna L-19 / O-1 Bird Dog, Partenavia P.68 Victor, Piper PA-44 Seminole, Piper PA-30 Twin Comanche, Avions Pierre Robin DR400, Stinson L-5 Sentinel. Member, Italian Team, World Gliding Championships 2001. 2,000 total airplane hours flown. 1,000 total glider hours flown. (See [individual citation](#) above.)

Greg Madden – Radio technician. U.S. Marine Corps veteran. (See [individual citation](#) above.)

Dennis Cimino – Commercial pilot rating for over 25 years. Systems Engineer. Navy Combat Systems Specialist (Radar, ECM, UHF/VHF/HF COMMS., GPS, INS, SATNAV, cryptographic communications). Millimeter wave RADAR and countermeasures expert since 1973. Two patents held for Doppler RADAR. Former Flight Data Recorder Engineer, Smiths Aerospace. (See [individual citation](#) above.)

James Beardsley – FAA certified airline transport pilot. FAA certified Flight Instructor, Instrument and Single and Multi-engine Airplane. (See [individual citation](#) above.)

Capt. Scotty Zeches, MBA – Commercial airline pilot with Air Astana Airlines, IndiGo Airlines, Skybus Airlines, Independence Airlines, Atlantic Coast Airlines, and Florida Air Cargo. FAA certified Flight and Ground Instructor. Aircraft flown: British Aerospace BA-3100 Jetstream, Dornier 328Jet (328-300), Airbus A320. 8,000+ total hours flown. Veteran U.S. Army, Paratrooper, 82nd Airborne. (See [individual citation](#) above.)

Mik Eriksson – Professional pilot (Denmark). Aircraft flown: Piper PA-18, PA-22, PA-28; Cessna 172, 177; Best Off Skyranger, Bellanca

tailwheel. 225 total professional pilot hours flown. (See [individual citation](#) above.)

Capt. Timothy Self – FAA certified airline transport pilot and flight engineer with LearJet, Japan Airlines, and Omni Air International. Also FAA certified Flight Engineer, Flight Instructor, and Airframe and Powerplant Mechanic. Retired U.S. Air Force Simulator Instructor. Aircraft flown: Lockheed C-141 Starlifter, McDonnell Douglas DC-10, LearJet. 6,500 total hours flown. (See [individual citation](#) above.)

Capt. Claude Sourzac – Commercial airline pilot. Aircraft flown: Boeing 737, 747, Business Jet; Douglas DC-3; Fokker F27 Friendship. 21,000+ total hours flown. (See [individual citation](#) above.)

Capt. Ed Parise – Retired commercial airline pilot, flying for TWA. Aircraft flown: Boeing 707, 720, 727, 747, 767, Lockheed L-1011, McDonnell Douglas DC-9, Cessna 500 Citation. Former U.S. Navy Fighter Pilot. Aircraft flown: McDonnell Douglas F-4 Phantom, Douglas A-4 Skyhawk, Vought F-8 Crusader, Grumman F-9 Cougar, Lockheed P-2 Neptune, Grumman S-2 Tracker. 10,000+ total hours flown. (See [individual citation](#) above.)

Capt. Brent Dale Greenwood – Retired commercial airline pilot flying for DHL Airways 1978 - 1985 and United Airlines 1985 - 2007. Also FAA certified Flight Engineer for Turbojets, Flight Instructor, and Airframe and Powerplant Mechanic. 30-year career. Aircraft flown: Douglas DC-3, DC-6, DC-7, Lockheed L-188 Electra, Boeing 737, 757, 767. 21,000+ total hours flown. Veteran, U.S. Air Force 1969 - 1972. (See [individual citation](#) above.)

Capt. Gerald P. New – Airline transport pilot with Grant Aviation. FAA certified Flight Instructor and Ground Instructor. Aircraft flown: Piper PA-31-350 Navajo Chieftain. 2,500 total hours flown. (See [individual citation](#) above.)

Bob Price – FAA certified commercial pilot. Aircraft flown: American General AG-5B Tiger, Cessna 172 RG. (See [individual citation](#) above.)

Captain Hadi Rizvi – Commercial airline pilot with PIA (Pakistan International Airlines) for 21 years. Aircraft flown: Boeing 737, 747; Airbus A310, Fokker F27 Friendship. 13,000 total commercial hours flown. Former Fighter Pilot, Pakistan Air Force. 22-year career. As part of duties attended Aircraft Accident Investigation courses. Aircraft flown: North American F-86F/E Sabre fighter, Northrup F-5 fighter, Dassault Mirage III fighter, Mirage IV bomber; Mikoyan-Gurevich MiG-15, MiG-19, North American T-6G Texan, Lockheed T-33 Shooting Star (aka T-Bird), Cessna T-37 Dragonfly "Tweet". 3,500 total military hours flown. 43-year total aviation career. (See [individual citation](#) above.)

Joseph F. Hamilton, III, BS Aviation Technology/Avionics – FAA certified Airframe and Powerplant Mechanic for 25 years with Inspection Authorization for 12 years. FAA certified Private Pilot. (See [individual citation](#) above.)

Christian Österdahl – Commercial airline pilot flying for Easyjet. Aircraft flown: Boeing 737NG, Airbus A319, A320. 2,300+ total hours flown. (See [individual citation](#) above.)

Capt. Fred Fox – Retired commercial airline pilot, with 33 years experience flying for American Airlines. Commercial aircraft flown: Boeing 707, 727, 747, 767, McDonnell Douglas DC-10, MD-80, and MD-11, Douglas DC-6, and General Dynamics/Convair 990 Coronado. Former U.S. Navy pilot. Aircraft flown: Douglas A-4 Skyhawk, 8 years experience.. (See [individual citation](#) above.)

Edward A. Meyer, BS Mgmt – FAA Air Traffic Control Specialist. La Guardia Air Traffic Control. FAA certified airline transport pilot, certified Flight Engineer/Turbojet, and certified Flight Instructor. 3,000+ total hours flown. (See [individual citation](#) above.)

Robin Cooper – FAA certified commercial pilot - rotorcraft (helicopter). FAA Certified Flight Instructor - Rotorcraft (Helicopter). 1,500+ hours flown in helicopter. 100+ total hours flown in fixed wing. Instrument fixed wing. High performance/complex sign off fixed wing. 6 years aviation experience. (See [individual citation](#) above.)

Capt. Garry Bonnett – Commercial airline pilot. Captain on Airbus A320 series working for a British airline for the past 20 years. 11,500+ total hours flown, over 8,000 in command on commercial jets and approximately 3,000 hours on Boeing 737 and 5,000 hours on Airbus. Served as copilot on DC9. CAA Licensed Engineer Qualified to certify all piston engine aircraft on the UK Register and also the DC9. (See [individual citation](#) above.)

David DeSantis – FAA certified commercial pilot, single and multi-engine. Airline Transport Pilot written completed. FAA certified Flight Instructor Single and Multi Engine and Instrument. Aircraft Flown: Cessna 150, 152, 170, 172, 182, 500 Citation; Piper J-3, PA-28, PA-44, PA-46; Pitts S-2B; Cirrus SR20, SR22; Bombardier CRJ training, Schweizer SGS 2-33 Glider. 1,200+ total hours flown. (See [individual citation](#) above.)

Darin M. Bowers – FAA certified Airframe and Powerplant Mechanic 16+ years experience. U.S. Air Force veteran, serving as Crew Chief 561st Fighter Wild Weasel Squadron. Deployed to Turkey and Saudi in Operations Provide Comfort and Southern Watch. Retired the McDonnell Douglas F-4G Phantoms in 1996. Phase inspector on the Fairchild - Republic A-10 Thunderbolt II (aka "Warthog") and McDonnell Douglas F-15E Strike Eagle. Mechanic on McDonnell Douglas DC-8, DC-9, MD-11; Boeing 727, 757, 767; and Airbus A300 for the past 12 years. (See [individual citation](#) above.)

Ralph W. Omholt – Commercial airline pilot. Aircraft flown: Boeing 727, 737, 747, 757, 767, and McDonnell Douglas DC-10. (See [individual citation](#) above.)

Capt. Dan Hanley – Commercial airline pilot. Captain Boeing 777, flying for United Airlines. Former U.S. Navy Aviator, flying P-3C Orion. Aircraft flown: Boeing 737, 777; Airbus A320; Lockheed L-188 Electra. 20,000+ total hours flown. Website: <http://www.airline-whistleblowers.org> Blog: <http://www.airline-whistleblower.com/>. (See [individual citation](#) above.)

Max Guiley, MBA – FAA certified airline transport pilot. Former U.S. Navy Jet Aviator. Former Aviation Underwriter for U.S.A.I.G. 5,200+ total hours flown. (See [individual citation](#) above.)

Chris Rockhold – FAA certified airline transport pilot, flying for Empire Airlines. FAA Certified Flight and Ground Instructor. Graduate of Embry-Riddle Aeronautical University. Aircraft flown: Cessna C206, C207, C208, C402 Businessliner, C404 Titan. 6,000+ total hours flown. (See [individual citation](#) above.)

Glenn Hoeft – Commercial airline pilot, flying for NorthWest, Delta, and Eastern Airlines and also Lockheed Martin. Former U.S. Navy and U.S. Naval Reserve Pilot. Commercial Aircraft flown: Boeing 727(100 & 200), 747(400), 757(200 & 300), 767; Lockheed LR-24, 25, 35, L-188 Electra. Military Aircraft flown: Lockheed P-3 Orion; Beech King Air B200. 18,800+ total hours flown. (See [individual citation](#) above.)

Jeff Donovan – Former Air Traffic Controller, U.S. Marine Corps. (See [individual citation](#) above.)

Richard (Rick) DaCosta – Commercial airline pilot and flight engineer for United Airline. U.S. Naval Reserves. Co-pilot on Boeing 727, 747 and Lockheed L-1888 Electra. 15,000+ total hours flown. (See [individual citation](#) above.)

Chris Draus – Flight Attendant, Horizon Air (Alaska Air Group), flying on Canadair Bombardier Q200, Q400, and CRJ 700. (See [individual citation](#) above.)

Mac Rogers – Airline transport pilot flying for Delta Airline. U.S. Air Force and U.S. Air Force Reserves Pilot. Commercial aircraft flown: Captain on Boeing 727, 737, 757, 767 and McDonnell Douglas MD-11. First officer on McDonnell Douglas DC-9; Boeing 727; Lockheed L-1011. Second Officer on McDonnell Douglas DC-8; Boeing 727; Lockheed L-1011. Military aircraft flown: de Havilland C-7 Caribou, Cessna T-37 Dragonfly "Tweet", A-37 "Super Tweet" T-41 Mescalero, U-3 "Blue Canoe"; Northrup T-38 Talon. Civilian aircraft flown: Cessna 150, 172, 310 and Beachcraft Bonanza. 25.000+ total hours flown. (See [individual citation](#) above.)

Jacob Suijk – Dutch civil Air Traffic Controller. Pilot: 500+ total hours flown. (See [individual citation](#) above.)

Jason Jackson – FAA certified commercial pilot, single and multi engine land, instrument. FAA certified Flight Instructor, single and multi engine land, instrument airplane. 1,550+ total hours flown. (See [individual citation](#) above.)

Dale Netley – Airframe and Engine Technician with Coastal Pacific Airlines, Air British Columbia, and Air Canada Jazz. Two years served in the Canadian Armed Forces. (See [individual citation](#) above.)

Richard Chargin – FAA certified private pilot. 110 total hours flown.

Robert Rowe – Pilot. Aircraft flown: Boeing T-43 Bobcat and various light aircraft

Doug Johnson – Retired commercial airline pilot for American Airlines. Airline academics and simulator instructor. Check Airman. Commercial aircraft flown: Boeing 727, 737; Fokker F100; and McDonnell Douglas DC-10. 24 years of service. 18,000+ total hours flown. Former Pilot, U.S. Army Air Cavalry. Military aircraft flown: Bell AH-1 Cobra, OH-58 Kiowa and UH-1 Iroquois "Huey" helicopters. Also did DOD flying experimentation. Civil Air Patrol aircraft flown:

Beechcraft T-34 Mentor, Piper L-4 Grasshopper. Numerous types of light single and multi-engine civilian airplanes flown. Duane Cole Aerobatic Course Grad. Civilian flight and instrument instructor. (See [individual citation](#) above.)

Paul Welton – Aerospace Manufacturing Engineer and owner of independent contract manufacturing engineering firm for the last ten years. Electronic technician and manufacturing engineer at Boeing 1989 - 1996. Autopilot and instrument mechanic, U.S. Air Force 1981 - 1985, working on Fairchild - Republic A-10 Thunderbolt II (aka "Warthog"); Lockheed C-130 Hercules; and McDonnell Douglas F-4 Phantom. Approximately 30 years of aviation experience. (See [individual citation](#) above.)

Marc Wilnauer – Commercial pilot flying Airbus 320, 340. 1650+ total hours flown. (See [individual citation](#) above.)

Donald Berk, MA – FAA certified commercial pilot. FAA certified Flight Instructor. Veteran, U.S. Air Force. 1,500+ total hours flown. (See [individual citation](#) above.)

Tamara Pearce – Flight Attendant with Pan American and United Airlines. (See [individual citation](#) above.)

Mike Banks – Aerospace Design Engineer, working for Airbus, GKN Aerospace. Smiths Ind, Eurocopter UK, and BN Aviation. 23 Years design experience within the aerospace industry. (See [individual citation](#) above.)

Keenan Evams – Aviation mechanic with Civil Aviation Academy Ltd. (See [individual citation](#) above.)

John Delisle – FAA certified private Pilot. Glider Pilot, Royal Canadian Air Cadets 1985 - 1994. 100+ total hours flown.

Capt. Perdrisat Michel, MA – Retired commercial airline pilot. Commercial aircraft flown: McDonnell Douglas DC-9, DC-10, MD-11, MD-80 and Airbus A-320. 15,000+ total hours flown. 27 years of service. Former Swiss Air Force fighter pilot flying Dassault Mirage III fighter. (See [individual citation](#) above.)

Rick Foote – FAA Licensed Commercial Airline Pilot. FAA Licensed Airframe and Powerplant Mechanic. Experience includes: Corporate Pilot, Director of Maintenance, 135 Check Pilot, Chief Pilot, Director of Operations - Flight Safety. 121 Freight, Commuter, Air Ambulance. Simuflight Trained. US Army Veteran. Aircraft flown: Douglas DC-3, LearJet 24, 25, 35, Lockheed L-188 Electra, Jet Star L-1329 6, 8, 731, II, Falcon 10, 20, 200, 2000, 50, 900, Gulfstream IV. 17,000+ total hours flown. (See [individual citation](#) above.)

Richard Wilkinson – Pilot. Plane Builder. AA Fire Control Chief. Aircraft flown: Boeing 707 down to Piper cub. Built or re-built more planes than I can remember. Two are in the Air and Space museum: Leo Loudenslager and Duane Cole and took care of Charlie Hillard's. (See [individual citation](#) above.)

Tim Erney – FAA certified Airframe and Powerplant Mechanic with Beech Aerospace Services. Former Combat Engineer-demolition, U.S. Army Reserve 1983 - 1989. Over 40 hours of flight training. (See [individual citation](#) above.)

Ron Haugen – Former U.S. Army Aviation Crew Chief Bell AH-1G Cobra Attack Helicopter. Former aviation mechanic, Kollsman Instrument Corp. Some stick time on 2 seater Trainer [rotary wing]. Vertical Velocity Indicator [early Kollsman "KIFIS" system] technician, calibrator, consultant. (See [individual citation](#) above.)

Ken Chevis – Former pilot, Royal Canadian Air Force 1950-1954. Military aircraft flown: North American P-51D Mustang fighter; Avro Canada CF-100 Canuck; Lockheed T-33 Shooting Star (aka T-Bird); North American Harvard (AT-6). 413 total hours flown. (See [individual citation](#) above.)

Timothy Wrinkle – FAA certified private pilot. Aircraft flown: Cessna 150, 172, U-206. Maule/Floats MX-7, Piper PA-18, PA-28, PA-31, PA-34. 500+ total hours flown

J. Sagara – Private Pilot. FAA certified Flight Instructor. 2,600+ total hours flown. (See [individual citation](#) above.)

O. W. Hungerford Jr. – Veteran, U.S. Army, 5.5 years service, including Korean War, Forward Observer 155 Howitzer. L-19 school San Marcus Texas

Tim Jones – Mechanic and Former Dropmaster and Radar Operator, U.S. Coast Guard, working on the Piasecki H-25 Army Mule (HUP-1 Retriever) helicopter. (See [individual citation](#) above.)

Edward Rutland – Private Pilot. Veteran, Alabama Air National Guard. 1,000+ total hours flown.

David T. Helms – FAA certified commercial pilot. FAA Certified Flight Instructor. Air Transport Training International (Lufthansa), Flight Safety International 5,000+ total hours flown. (See [individual citation](#) above.)

James Spradling – Former pilot, U.S. Air Force, 28 years service. Aircraft flown: McDonnell Douglas F-4C Phantom (backseat); Pipers, Cessnas, Grummans. 550 total hours flown. (See [individual citation](#) above.)

Andre-J. Holbecq – Commercial airline pilot flying for Air France. Aircraft flown: Boeing 707, 747; Concorde (from 1987 to 1993); Dassault-Breguet Mystère 20; Sud Aviation SE 210 Caravelle; Gliders. 18,000+ total hours flown. (See [individual citation](#) above.)

Tom Swanson – Former U.S. Navy Electronic Warfare Operator in Douglas EA-3B Skywarrior and Lockheed EC-121M Super Constellation. 400 Hours+ total hours flown. (See [individual citation](#) above.)

Ronald Whitcomb – Vietnam Combat Veteran 1968 - 1969. Statement: "I am interested because I do not believe the "official account" of this incident."

Neil Evangelista – FAA certified commercial pilot. Total Flight Time: 600+ total hours flown. Veteran, U.S. Air Force. (See [individual citation](#) above.)

Capt. Joe St.Clair – Commercial airline pilot flying for WestAir and SkyWest. FAA certified Flight and Ground Instructor. Former Army

Aviation. Aircraft flown: British Aerospace BA-3100 Jetstream; Embraer EMB 110 Bandeirante, EMB 120 Brasilia; Cessna Citation CE-500. 24,000+ total hours flown. (See [individual citation](#) above.)

MSgt. Anthony Sallie, U.S. Air Force (ret) – Avionics Technician. GAC on Lockheed C-141 Starlifter and McDonnell Douglas KC-10 Extender. 20 years of U.S. Air Force service. (See [individual citation](#) above.)

Jerry Mayville – FAA certified private pilot. Airplane owner.

Jared Sebesta – FAA certified student pilot. Aircraft flown: Cessna 150, 172 and Piper Archer II. 100+ hours total hours flown.

Michael Joseph Kearns – Commercial airline pilot. Commercial helicopter pilot. FAA Certified Flight and Ground Instructor. Aircraft flown: LearJet 23, 24; Hawker Siddeley HS-125; Rockwell Aero Commander AC-1121. 7,000+ total hours flown. (See [individual citation](#) above.)

Michael Cangemi – FAA certified private pilot. Artist. Aircraft flown: Cessna 152, 172, 172RG; Piper Arrow. 200+ total hours flown.

Peter Muller – FAA certified private pilot. Total Flight Time: 360 hours

Col. Thomas W. McGuire Jr., U.S. Air Force (ret) – Retired U.S. Air Force Command Fighter Pilot. Flew 100 missions over North Vietnam in McDonnell Douglas F-4C Phantoms, leading 31 missions over Hanoi area known as Route Pack Six. Aircraft flown: Lockheed F-80 (P-80) Shooting Star, Republic F-84G & F Thunderjet, F-105 Thunderchief; North American F-100 Super Sabre, T-39 Sabreliner; McDonnell F-101 Voodoo; McDonnell Douglas F-4 Phantom. 4,000+ total hours flown. 27 years U.S. Air Force service. (See [individual citation](#) above.)

David Strader – Electronic Engineer

Rob Miller – Former pilot, U.S. Marine Corps. FAA certified Flight Instructor. Aircraft flown: Douglas A-4 Skyhawk; Lockheed C-130 Hercules; Beachcraft 300, 1900; Cessna many types. 10,000+ total hours flown. (See [individual citation](#) above.)

Ray Fougner – FAA certified private pilot. Aircraft flown: Cessna 150, 172; Piper PA28, PA32

Mark E. Thorley – Flight Simulator Technician, American Airlines and Boeing. Veteran, US Air Force experienced with Boeing B-52 Stratofortress bomber, B1 bomber, 707, 727, 737, 757, 767, 777, Lockheed K-135 Stratotanker; Airbus A300, Fokker F-100, Saab 340, ATR 42, Embraer ERJ, McDonnell Douglas MD80. (See [individual citation](#) above.)

Paul Maxwell – Vintage aircraft restorer. Helicopter support crew. Part 91 and 135 management. Airshow ramp crew. I have helped work on mostly warbirds and helicopters (everything from North American P-51 Mustang to Boeing B-29; and Bell 206 JetRanger and Hughes 500 helicopters, etc.) along with some GA stuff (Cessna, Beechcraft, etc. All airworthy.) As a result, I am lucky to have many hours of stick time in many types, including single and multi engine, tailwheel and helicopter. Also about 3 hours of full-motion simulator time on

McDonnell Douglas DC-9 and Lockheed L-1011. (See [individual citation](#) above.)

Rob Bishop – Former U.S. Marine Corps Aviation Mechanic. Radio talk show host (See [individual citation](#) above.)